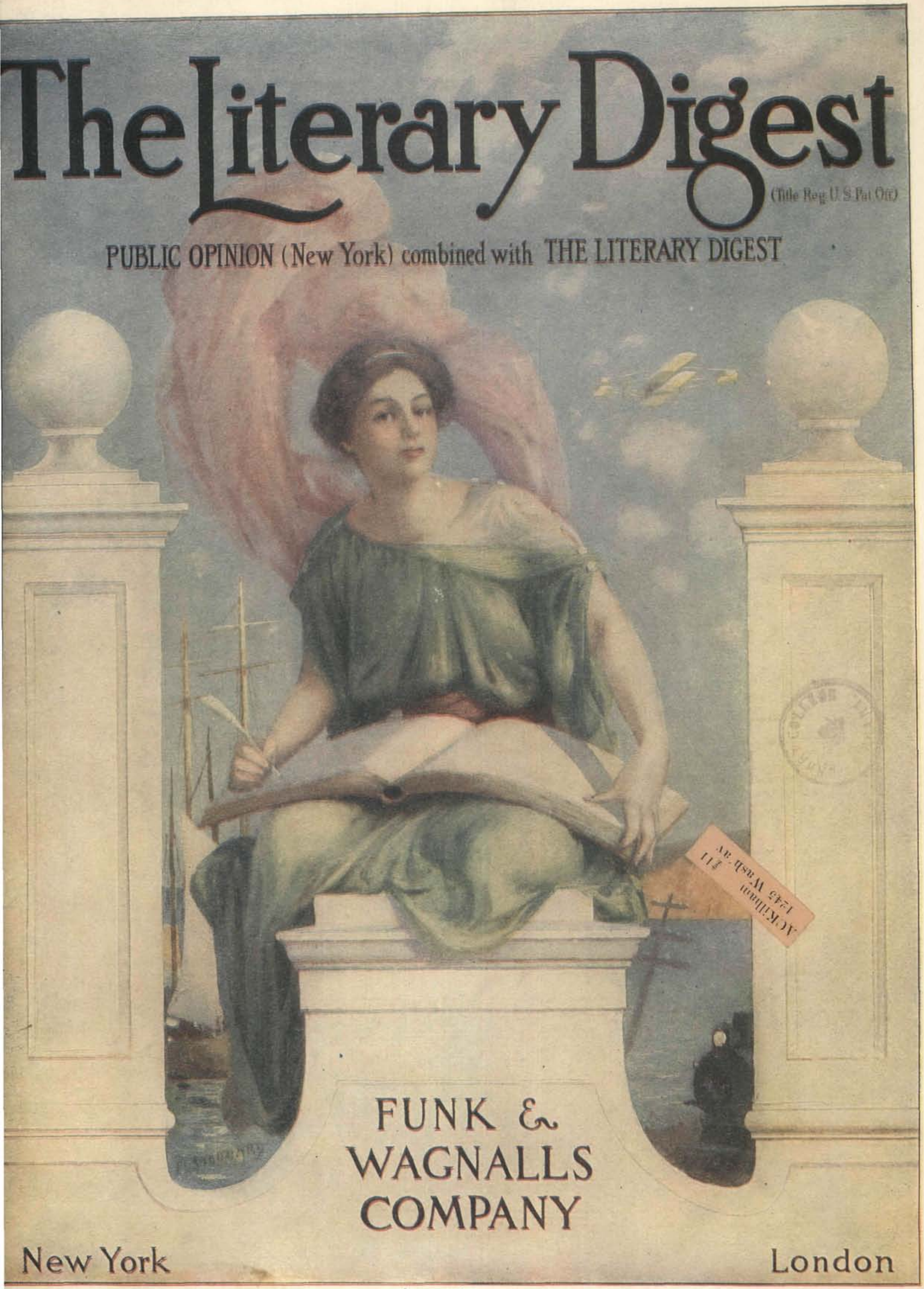
The Literary Digest

(Title Reg. U. S. Pat Off)

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST



A C Killham
1245 Wash. av
411

FUNK & WAGNALLS COMPANY

New York London

Vol. 42, No. 14. Whole No. 1094 APRIL 8, 1911 Price 10 Cents

The Tale of Goodyear Tires

We have invented a tire which can't rim cut—called Goodyear No-Rim-Cut tire. Over 500,000 have been sold to date.

The method of fitting on any standard rim lets us make this tire 10% oversize. And we do it—adding 25% to the average tire mileage without extra cost.

Because of these features, our tire sales trebled last year—jumped to $8,500,000. Yet these patented tires, during most of the year, cost one-fifth more than other standard tires.

This year—at an equal price—64 leading motor car makers have contracted for Goodyear No-Rim-Cut tires. The demand is greater, by six to one, than for our clincher tires.

This avalanche of favor, due to the saving of millions, seems like a sudden sensation. But back of it all there are twelve years of tire making—of invention, experiment and ceaseless tests.

To make you a better judge of your tire needs, please let us tell you about them.

Pioneering

Twelve years ago the automobile tire was a new and most difficult problem.

All we had to guide us was what had been learned in the making of bicycle tires.

There was no such thing known as a Quick Detachable Rim. So tire manufacturers adopted a clincher type which could be stretched over a one-piece rim. Until the invention of the Quick Detachable Rim—the standard rim of today which makes No-Rim-Cut tires possible—they clung to that ancient construction. The result was a tire which rim cutting ruined if run partly or wholly deflated.

That was one of the problems we set out to solve. Another was to find the limit in wear-resisting treads. Another to minimize the danger of puncture.

The terrific strain offered problems in fabrics, in weaving and wrapping, in formulas and vulcanizing methods. And all had to be solved by research and experiment.

Expert Help

The construction of our tires has been the result of a combination of men experienced in the rubber business in a practical way for years. They have had the help of a laboratory, of experimental and testing departments, all in the hands of expert chemists and engineers from the best technical schools in the country. These men have devoted all their time to the solving of tire problems.

Testing Tires

To prove out their ideas—to compare one with another—we devised a tire-testing machine.

This machine tests four tires at a time. It tests them by wearing them out—by pounding and straining—by simulating all road conditions. And meters record the mileage.

Forty different formulas for wear resisting treads have been put to the test here. About 200 fabrics have been compared one with another. Every method of weaving, of wrapping, of vulcanizing has been put to the test of use.

The answer told which was best.

On this same machine all rival tires are tested side-by-side with our own.

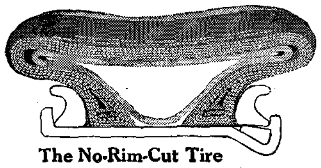
We have created and tested, compared and discarded, scores upon scores of ideas. By this ceaseless delving and sifting, continued for years, we have gradually found what was best.

The Result

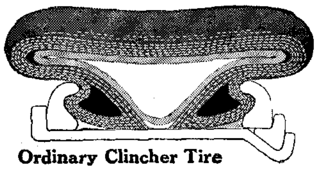
After twelve years the result is a nearly perfect tire. Last year, under a liberal warrant, our cost of replacement was but 8-10 of one per cent.

It is not unusual for the Goodyear tire to run from 6,000 to 10,000 miles without puncturing. It is not unusual to run a whole season without appreciable wear.

All this was done to lay the foundation for the tire sensation which we control—the Goodyear No-Rim-Cut tire.



The No-Rim-Cut Tire



Ordinary Clincher Tire

Compare the No-Rim-Cut tire with the ordinary. We make both.

The pictures show them on the same rim—the standard rim for quick-detachable tires. Also for demountable rims.

With the No-Rim-Cut tire the removable rim flanges are set to curve outward. With the ordinary tire they are set to curve inward—to grasp hold of the hooks in the tire.

In the new way the rounded flange makes rim-cutting impossible. In the old way the thin edge of the flange digs into the tire. The result is to quickly wreck a tire run flat.

The secret is this: There are 126 braided piano wires vulcanized into the base of No-Rim-Cut tires. That makes the tire base unstretchable. Nothing can force the tire off the rim until you unlock and remove the rim flange.

These braided wires contract under air pressure. When the tire is inflated it is held to the rim by a pressure of 134 pounds to the inch.

That is why the hooked base is unnecessary. Not even tire bolts are needed.

This feature we control. The best way to make a safe hookless tire is with flat braided wires, which cause the tire to contract under air pressure. Single wires or twisted wires won't do.

10% Oversize

The No-Rim-Cut tire, because of the extra flare, can be made 10 per cent oversize. And we do it. That means 10 per cent more air—10 per cent greater carrying capacity—to take care of the extras which overload nine other cars in ten.

In cars fully equipped, exact size tires are generally loaded beyond the intended limit. That is the cause of most blowouts. Our oversize, with the average car, adds 25 per cent to the tire mileage. These two features together—the No-Rim-Cut and oversize—usually cut tire bills in two.

Yet Goodyear No-Rim-Cut tires now cost no more than tires that rim cut—tires not oversize—of any standard make.

Our new Tire Book is filled with money-saving facts which motorists should know. It is the result of 12 years spent in tire making. Ask us to mail it to you.

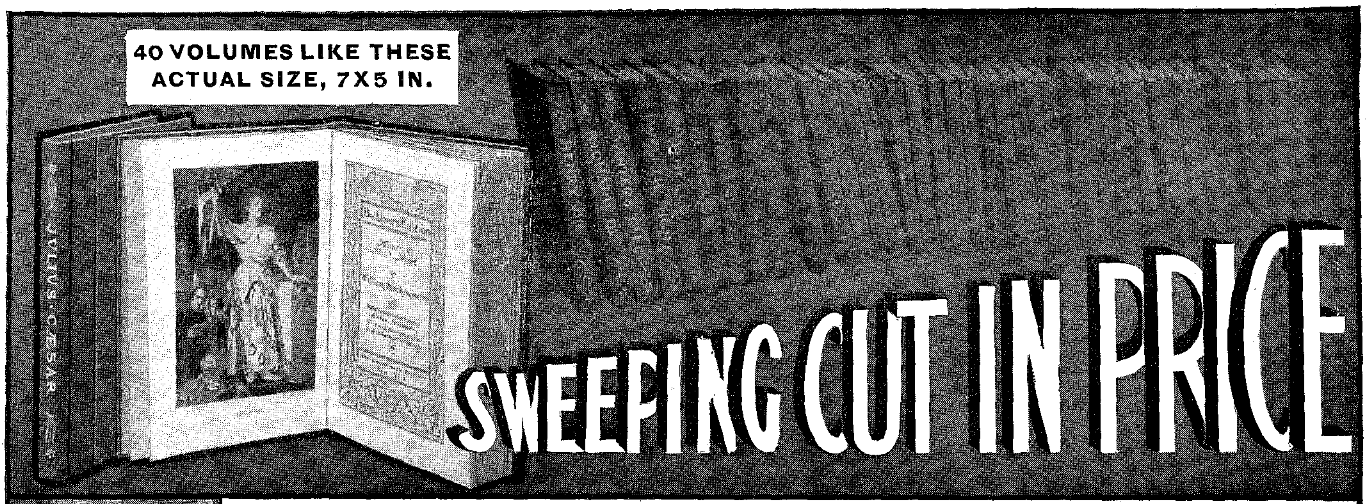
GOODYEAR

No-Rim-Cut Tires

The Goodyear Tire & Rubber Co., Liberty St., Akron, Ohio

Canadian Factory: Bowmanville, Ontario **Main Canadian Office: Toronto, Ontario**

Branches and Agencies in All the Principal Cities **We Make All Sorts of Rubber Tires**



Booklovers Shakespeare

DESIRING to close out all "slightly damaged stock," we offer without reserve every set on hand—and only a few are now left—of that great popular edition, the BOOKLOVERS SHAKESPEARE. Some of these sets are in perfect condition, but here and there a volume shows slight signs of handling or perhaps its cover is a trifle discolored. Not one person in a hundred would detect these blemishes, and most publishers would trust to their passing unnoticed. Our method, however, is to forestall possible criticism, and to offer the books at a sweeping cut in price—a cut that more than offsets any slight imperfections. *This notice will not appear again.*

ROMEO AND JULIET

RICHARD III. AND ANNE

HAMLET

LEAR

SIR JOHN FALSTAFF

EVERY WORD SHAKESPEARE WROTE

YOU must have a set of Shakespeare. The reading of Shakespeare is a necessity of modern education, as well as a literary delight.

The BOOKLOVERS is admittedly the best Shakespeare in existence. It is printed in large type and with ample margins, from new and perfect plates, on pure white paper of a very high grade. There are 40 dainty volumes of great beauty, 7x5 inches (just the size for easy handling), 7,000 pages in all, handsomely and durably bound in half-leather and superbly illustrated. There are 40 full-page plates in colors and 400 reproductions of rare woodcuts. The mere handling of these charming volumes affords a keen sense of artistic satisfaction.

The BOOKLOVERS is an absolutely complete and unabridged edition of Shakespeare. Each volume contains a complete play and all the notes that explain that play. These notes are the most complete and valuable ever offered to readers of Shakespeare.

YOU GET THE ENTIRE SET FOR $1.00

No Money with Coupon.—Free Examination

AN entire 40-volume set of the BOOKLOVERS SHAKESPEARE will be sent for examination, prepaid to any address, if you will fill up and return promptly the coupon in the corner. *We ask for no money now.* We allow you ample time for a careful, intelligent and unprejudiced examination of the set in the comfort and privacy of your own home. If you are disappointed, you may return it at our expense. If you are satisfied—and we know you will be—that the BOOKLOVERS SHAKESPEARE is without a peer, you retain possession of the entire 40-volume set and send us $1.00 only. The balance may be paid at the rate of $2.00 a month. *Can anything be fairer than this proposition?*

YOU MUST BE PROMPT

You will probably miss your chance if you don't send the coupon at once, as there has been enthusiastic response to this offer. The regular price of the BOOKLOVERS when sold through agents has been $58.00. You can get a set now *direct* for $25.00, and you have the privilege of paying for it a little each month. No comment is needed. *Avoid disappointment—order now.*

The University Society
44-60 East 23d St. New York

NOTE THESE GREAT FEATURES

They make Shakespeare easy to read, to understand and to appreciate.

TOPICAL INDEX *in which you can find instantly any desired passage in the plays and poems.*

CRITICAL COMMENTS *on the plays and characters. They are selected from the writings of Coleridge, Hazlitt, Dowden, Furnivall, Goethe and many other world-famed Shakespearean scholars.*

GLOSSARIES *A complete one in each volume, explaining every difficult, doubtful or obsolete word.*

TWO SETS OF NOTES *One for the general reader and a supplementary set for students.*

ARGUMENTS *These give a condensed story of each play in clear and interesting prose.*

STUDY METHODS *which furnish the equivalent of a formal course of Shakespearean study.*

LIFE OF SHAKESPEARE *by Dr. Israel Gollancz, with critical essays by Walter Bagehot, Leslie Stephen, Thomas Spencer Baynes and Richard Grant White.*

(Fold over coupon, and tear off.)

L. D.
4-8-11.

The University Society
New York

You may send, prepaid, for my examination, a set of the BOOKLOVERS SHAKESPEARE in half-leather binding at your special price of $25.00. If the books are satisfactory, I shall pay you $1.00 within five days after their receipt, and $2.00 each month thereafter for 12 months. If they are not, I shall notify you and hold them subject to your order.

Name ....

Address ....

TABLE OF CONTENTS

TOPICS OF THE DAY: PAGE

Why 150 Girls were Burned 661
Twenty Years in Jail by Mistake 663
The Attack on Booker Washington 664
Property Rights and Workmen's Compensation . . . 666
Sizing up New York's New Senator 667

FOREIGN COMMENT:

Voices Against the Peace Treaty 669
Guesses at our Mexican Riddle 670
Crushing the Camorra 670
Effort for Manuel's Restoration 671

SCIENCE AND INVENTION:

Physiology of Aviation 673
Patenting Free Inventions 673
Missing a Chance for a New Architecture 674
A Briton of 170,000 Years Ago 675
An Automatic Motor-Gear 676

SCIENCE AND INVENTION (*Continued*): PAGE

Seeing Stars by Daylight 676
American Locomotives Abroad 677

LETTERS AND ART:

Mystery of Light in Portraiture 678
Boston Censoring the Drama 679
Splendors of the Morgan Library 680
Challenged Pictures 681

THE RELIGIOUS WORLD:

Missions and Business in Livingstone's Africa . . 682
Judaism and Christian Science 683
Chicago Dissatisfied with Revivals 684
Tameness Emptying the Churches 684

MOTOR-TRIPS AND MOTOR-CARS 685–697

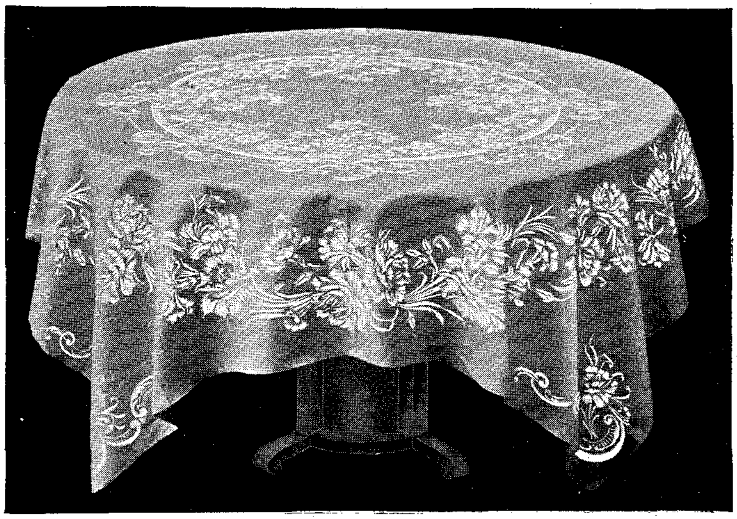
MISCELLANEOUS 698–712

THE TITLE OF THE COVER DESIGN is "Receiving the News." It is the work of Mr. F. L. Stoddard.

New Table Linens

We are continually adding to our Table Linen assortment the choicest designs from the best European manufacturers.

The design which we illustrate, and for which we quote prices below, is one of the newest in our collection, which comprises over 400 different designs.

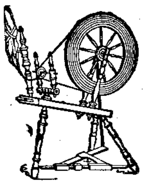


The qualities range from the most moderate priced up to the finest goods made and in all sizes, including those for very wide and long Banquet Tables.

"Carnation" (Illustrated above)

Napkins, 22 inches	doz., $5.00	Cloths, 2 x 2 yards	each, $4.75
Napkins, 25 inches	" 6.50	Cloths, 2 x 2½ yards	" 6.00
Cloths, 45 x 45 inches	each, 2.00	Cloths, 2 x 3 yards	" 7.25
Cloths, 54 x 54 inches	" 3.00	Cloths, 2 x 3½ yards	" 8.25
Cloths, 2¼ x 2¼ yards	each, $6.50		

The above is one of six of our latest designs in Table Linens. It will give us pleasure to mail on request illustrations of the entire number.



Reg. Trade Mark

James McCutcheon & Co.,
5th Ave. & 34th St., New York

FRENCH—GERMAN
SPANISH—ITALIAN
Easily and Quickly Mastered by the
LANGUAGE PHONE METHOD
Combined with the
Rosenthal Method of Practical Linguistry

This is the natural way to learn a foreign language. You hear the living voice of a native professor pronounce each word and phrase. He speaks as you desire—slowly or quickly, night or day, for minutes or hours at a time. It is a pleasant, fascinating study; no tedious rules or memorizing. You simply practice during spare moments or at convenient times, and in a surprisingly short time you speak, read, and understand a new language.

Send for Interesting Booklet and Testimonials.

THE LANGUAGE PHONE METHOD
802 Metropolis Building, Broadway and 16th St., New York

Thought Force for Health

BY A PHYSICIAN

A booklet which gives in lucid language actual methods, ways and means for using this powerful force of thought for good in *your* life. If you are ill—physically or mentally—this will awaken you to a realization of the aid that is yours. **Julia Seton Sears, M.D.,** is an authority, and many people consider this her strongest work.

FOR 10 CENTS "Thought Force for Health" and a three months' trial subscription to **"NAUTILUS,"** the practical magazine of self-help—the leading magazine of the New Thought movement. And if you send **AT ONCE** we will include Ella Wheeler Wilcox's dainty booklet "What I Know About New Thought."

ELIZABETH TOWNE, Dept. 170, Holyoke, Mass.

STUDY THE LAW OF BUSINESS

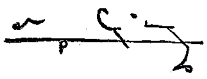
Safeguard against financial loss, increase your earning capacity, make yourself a better citizen, by obtaining a working knowledge of the law which governs business transactions. You are presumed to know the law; you cannot have an attorney at hand to guide you in the multitude of business details.

THE WALTON SCHOOL OF ACCOUNTANCY makes a specialty of Business Law by Correspondence. The Faculty is composed of University Professors.

Send for booklet today.

WALTON SCHOOL OF ACCOUNTANCY
68 E. Adams Street Chicago, Ill.

Learn Shorthand



The great stepping stone to business success. 14 easy lessons right at your own home make you proficient. A little spare time study helps insure your future. **Cost so small it will astonish you.** Details special terms FREE. Write to-day.

WILLIAM E. TOWNE, Dept. 58, Holyoke, Mass.

Mr. Esenwein

SHORT-STORY WRITING

A course of forty lessons in the history, form, structure, and writing of the **Short-Story taught by J. Berg Esenwein, Editor, Lippincott's Magazine.**

250-page catalogue free. Write to-day.

THE HOME CORRESPONDENCE SCHOOL
71 Besse Place, Springfield, Mass.

The Turning Point of Your Life

—may be found in an idea which you can get from one of the books which we loan by mail—some free—others for a small charge. Success, Business, Health, Domestic Matters, Occultism, New Thought, etc. No charge for advice. WEEKLY BULLETIN of best helpful books on request.

H. N. STOKES, Librarian 126, Washington, D. C.

STUDY LAW at Home
Become a Lawyer LEGAL DIPLOMA

We make your home a university. Leading **Correspondence Law Course** in America—recognized by resident colleges. New text, specially prepared by 20 Deans and leading univ. law school teachers. We **Guarantee** to coach free any graduate failing to pass bar examination. Special **Business Law-Course.** "Legally trained men always succeed." Over 10,000 students enrolled. Begin now. Easy terms. **Catalog and Particulars Free.**

La Salle Extension University Box 4034, **Chicago, Ill.**

SHORTHAND IN 30 DAYS

Boyd Syllabic System—written with only nine characters. No "positions"—no "ruled lines"—no "shading"—no "word-signs"—no "cold notes." Speedy, practical system that can be learned in 30 days of home study, utilizing spare time. For full descriptive matter, free, address **Chicago Correspondence Schools, 930 Chicago Opera House Block,** Chicago, Ill.

The Pratt Teachers' Agency

70 Fifth Avenue, New York

Recommends teachers to colleges, public and private school. Advises parents about schools. **Wm. O. Pratt, Mgr.**

STUDY LAW BY MAIL

University Methods Theory and Practice combined. Three courses. University, Business and Banking Law.

Indorsed by Bench and Bar Guaranteed to prepare for Bar of any State. Special offer. Easy terms. Books free. Catalog free.

Standard Correspondence School of Law, 1459 E. 53d St., Chicago, Ill.

BOOKS ON
SELF-CONTROL

CHARACTER-FORMING, HEALTH-PRODUCING, SUCCESS-ASSURING BOOKS which every ambitious man or woman should own and read; written by men of wide experience as physicians, authors, and optimists.

JULES PAYOT, PH.D.

By JULES PAYOT, PH.D.

The Education of the Will or The Theory and Practice of Self-Culture ($1.50, *net*; postpaid $1.60.)

"*Let us hear the conclusion of the whole matter—we CAN reform our character; we CAN educate our own wills; we CAN achieve a high degree of self-mastery.*"—JULES PAYOT, LITT.D., PH.D., *Aix, France.*

Educate Your Will. Dr. Payot shows how one may begin to educate the will and how the habit, once formed, will grow stronger each day. He is no *theorist;* he is intensely *practical.*

PAUL DUBOIS, M.D.

By PAUL DUBOIS, M. D.

Self-Control and How to Secure It ($1.50 *net*; postpaid $1.60)—**The Influence of the Mind on the Body** (50 cents *net*; by mail 56 cents.)

"*Can we, by means of the mind, by our moral deportment, escape illness, prevent functional troubles, and diminish or suppress those which already exist? I boldly answer YES*"—DR. PAUL DUBOIS, *Berne, Switzerland.*

Control Yourself. Dr. Dubois, after years and years of experience as physician in neuropathology, affirms that lack of self-control is the fruitful cause of nervous dyspepsia and nervous breakdowns. He shows why this loss of self-control means moral and physical wreck if not stopt; and then shows one how to stop it.

Be Cheerful, Be Optimistic. Every disease is held in check and oftentimes cured by a cheerful frame of mind. Read what Dr. Dubois says on "The Influence of the Mind on the Body."

A. T. SCHOFIELD, M.D.

By A. T. SCHOFIELD, M.D.

Force of Mind, or the Mental Factor in Medicine ($2.00 postpaid $2.14)—**Nerves in Order** ($1.50; postpaid $1.60)—**Nerves in Disorder** ($1.50; postpaid $1.60.)

"*Force of mind is a health-producing agent in every disease—greater than most people realize.*"—ALFRED T. SCHOFIELD, M.D., *London, England.*

Make Up Your Mind Decidedly. Dr. Schofield—one of London's most eminent physicians—gives most practical hints for sick-room optimism, and for optimism out of the sick-room.

Are Your Nerves in Order? in Disorder? In brief, is your nervous system regulated so it will stand the strain of modern life—so it will stand the *intense* strain you are obliged to put *your system* to, because of the pressure of work, anxiety, responsibility, or change of circumstances?

C. B. PATTERSON

By CHARLES BRODIE PATTERSON

The Will to Be Well (postpaid $1.20)—**Dominion and Power** ($1.20 *net*; postpaid $1.30.)

"*It is useless to strain after physical health through conformity to outward regulations alone. Health of body is not possible without health of mind.*"—CHARLES BRODIE PATTERSON, *New York.*

Make Up Your Mind to be "Strong and Well." Quit being half well or "*fairly well.*" Dr. Brodie Patterson says physical exercise and diet are excellent factors, *but not quite all that is necessary.* He says your *mind* must be healthy *before* your body can be healthy.

"Dominion and Power" shows the strong man at work in life, cheering others.

Funk & Wagnalls Company
44-60 East 23rd Street, New York

HENRY DICKSON

America's foremost authority on Memory Training, Public Speaking, Self Expression, and Principal of the Dickson Memory School, Auditorium Building, Chicago.

More About Remembering

ARTICLE II.

(IF YOU DID NOT READ ARTICLE I, SEE FEBRUARY DIGEST)

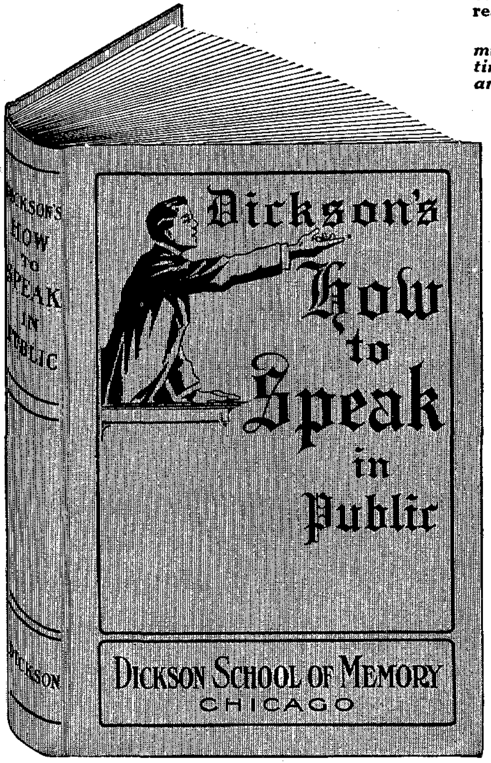
LAST MONTH **ELBERT HUBBARD** told the readers of THE DIGEST something about my School of Memory. **HUBBARD** *knows* that the men I am helping most are you Managers, Secretaries, Teachers—men and women in business who need the Quick Thought, Accurate Judgment, Unhesitating Decision—in short, the Responsive Memory which presents Facts to you when Facts are needed. **HUBBARD** recommended my system to you because he knows that hundreds of readers of THE DIGEST have already raised their standard of efficiency by taking my method. Now I am addressing you personally. Increased efficiency, greater abilities, higher standards are all for you, my booklet will explain. Simply cut out and mail coupon below. Accuracy of Memory is not all that is covered by my method. Remember the man who was called upon to speak—He arose, stammered, sucked air, gurgled ice-water—forgot—and sat down in the kindly silence. Memory in Relation to Public Speaking was what he required. That is one of the many subjects in my Method. It is very simple; you do not realize the capacity of your own brain until you have put it through a few easy exercises. Ability is latent within you, simply it needs developing. You will be surprised to note how quickly and accurately a *trained* faculty responds.

A TRAINED MEMORY IS MAN'S GREATEST ASSET

Dickson's How to Speak in Public

De luxe edition, handsomely illustrated, richly bound. Is full of carefully selected material exactly suited to meet the needs of the man or woman who desires to be a successful public speaker.

Success in Life depends on what you say and how you say it. This book of mine on Public Speaking and Self Expression is based on my 30 years of success as an instructor in Public Speaking in Chicago University, University of Notre Dame, and other well-known schools. Taken in connection with my memory training, you can obtain a far better and more useful education than is afforded by many of the best universities. The price of this 1911 de luxe edition is $2.00. **I will, however, present a copy absolutely free to every student who enrolls for my course of memory training within ten days after reading this offer.**


Dickson's How to Speak in Public
DICKSON SCHOOL OF MEMORY
CHICAGO
DICKSON'S HOW TO SPEAK IN PUBLIC
DICKSON

The ability to think on your feet, to focus your mind instantly and voice your thoughts unhesitatingly, interestingly, makes you a leader of men—and it's worth while.

You Can Have This Training

No matter where you live, what your vocation, or what your age, my course will make you infinitely more successful. Only ten minutes a day—no tedious lessons, only a simple method which teaches you—

How to remember names and faces of people you meet. How to focus your mind instantly on the points of a business proposition. How to commit a speech or toast to memory quickly, and deliver it unhesitatingly. How to converse at social gatherings in a natural, interesting way that wins friends. How to overcome self-consciousness, bashfulness. How to control your mind. How to memorize for studies, examinations, etc.

The Dickson System of Memory Training has been highly recommended by such notables as Elbert Hubbard, Prof. David Swing, Dr. Latson and thousands of others

The fame of this unique and successful system has spread over the entire country, and its successful graduates fill every walk in business, political and professional activity. While the weakest memories can be strengthened—many of the most intellectual men of the day have availed themselves of memory training.

Fill Out and Mail Coupon Today If You Would Be Successful

Prof. Henry Dickson, Principal, Dickson Memory School
754 Auditorium Building, Chicago, Ill.

Send me free booklet "How to Remember," also full particulars how to obtain a free copy of "Dickson's How to Speak in Public."

Name...

Street...

City.................................State.................................

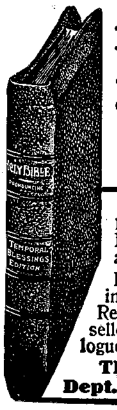
POWER OF WILL

Brain-Power, Self-Culture, Financial Success

System of 400 pages; thousands of laws, methods; TEACHES self-confidence, courage, memory, self-culture; POWER of eye, voice, persuasion, to overcome fear, faults, habits; ABILITY to think, create ideas; MASTERY of self, others, books, arts, of nerves, thoughts, actions; DEVELOPS ease of manner, strong personality, keen, quick intellect; makes MASTERFUL MEN.

Owned by Bankers, Lawyers, Physicians, Business Men, Clerks, Artisans, etc. "*Wish all our men could have it*", J. H. Reichert, V. P., Int. Corr. Schools, Scranton, Pa. Send stamp for instructive book "How to Build a Better Brain." It will make you think.

Power-Book Library, Meriden, Conn.



Every Christian worker—minister and layman—should send for large free catalogue of the famous

International Bibles

100 pages, illustrating our 600 styles of Bibles in their different type, bindings and sizes. Also special editions.

Liberal discounts to Ministers, Superintendents, Evangelists, Teachers, Readers, Colporteurs, Agents and Booksellers. You should write for the catalogue TO-DAY.

THE JOHN C. WINSTON CO.,
Dept. 8 Philadelphia, Pa.

"Is
your talk
convincing,
does it WIN,
or is it just—*talk?*"

This man
GRENVILLE
KLEISER (formerly
of Yale University Faculty),
through his Mail Course of instruction, has helped more than 8,000 business and professional people to *capitalize their speech—shown them how to speak to win.*

"I Can Make You a Convincing Speaker!"

is his promise, and we have hundreds of letters which prove absolutely that he does exactly as he promises. Devote fifteen minutes of your time daily to his Personal Mail Lessons, and he will quickly teach you

HOW TO

Make After Dinner Speeches, Propose Toasts, Tell Stories, Make Political Speeches, Sell Goods, Address Board Meetings.

MORE THAN THIS the Kleiser Mail Course develops your mental power and personality, improves your memory, enlarges your vocabulary; it sets in motion latent forces that enable you to earn more, achieve more, *be* more.

For earnest men and women, no matter how situated, who believe in making their life a success there are vitally important features in this Course which concern them intimately and about which they will be pleased to learn. Therefore, we urge them—and this means *you*—to sign and mail this Coupon and let us send free information.

Do it *to-day—now*—please, before you forget it.

New York—Funk & Wagnalls Company—London

Detach, Sign, and Mail This Coupon Now

FUNK & WAGNALLS COMPANY, Pub. Spk. Dept, New York, will please send me by mail, without cost or obligation, particulars of the Kleiser Mail Course in Public Speaking.
Dig. 4-8-11

Name..............................

Street..............................

City..............................

State..............................

FLORENCE MORSE KINGSLEY

Bright Stories FOR Bright Girls

(SINGLE OR MARRIED)

TO GIRLS WHO ARE STILL SINGLE

Florence Morse Kingsley has just the story for you—the story of a brave little girl who was fast becoming "an old maid," but who resolved to be a bright, interesting young woman and win a husband and a home worthy of her. She wasn't a flirt, either, but a girl who thought a great deal about her manners, her appearance, and her mental attitude toward every one. She won her lover; then she won her husband; then her home. She did it so modestly and yet so reasonably, *that it's worth knowing how.* You will *enjoy* the story—"The Transfiguration of Miss Philura."

Small 12mo, dainty binding, 40 cts.

TO GIRLS WHO HAVE MORE THAN ONE ADMIRER

There are many girls who have a great many admirers and not infrequently more than one ardent lover. They can't help it, they are so fascinating. Miss Ellen V. Talbot has filled in an inviting gap in Shakespeare's "Merry Wives of Windsor" with a charming threefold love story, in which three lovers strive for the hand of "Sweet Anne Page." How the second suitor was played against the first, and the third, bantered and coquetted and finally eloped with, is made the matter of a thrilling romance, the plot of which Shakespeare himself could not have constructed more artistically. All this you will enjoy in "The Courtship of Sweet Anne Page."

Small 12mo, dainty binding, 40 cts.

TO GIRLS WHO HAVE MARRIED BUT FEEL THE NEED OF "A WEDDING REVIVAL"

Homes too often get very prosy, and the honeymoon so far away that affection seems the exception rather than the rule. Cortland Meyers has just the book to tell you how to restore the lost ideal, and revive the warmth of an undying affection. Take it aside some quiet time; read it, then put its theory into practice. You will be delighted with the results. Just read "The Lost Wedding Ring."

Small 12mo, 75 cts.

TO GIRLS WHO HAVE MARRIED AND MET THEIR FIRST GREAT BEREAVEMENT

Is any death so hard to endure as the death of your only child of tender years? How a mother's heart breaks at such times How she flies to any source of sympathy. Florence Morse Kingsley tells of just such an experience, in which the delirious mother sought comfort in a "spiritualist" medium, only to find it all a fraud, and her true relief in sound Christian faith, which her husband so nobly stood for and brought to her consolation. Miss Kingsley has called the story "Balm in Gilead." It's so true to life you can't help enjoying it.

Small 12mo, dainty binding, 40 cts.

TO GIRLS WHO THINK THEIR LOT ONE OF CONSTANT TROUBLE OF ONE KIND OR ANOTHER

What a nuisance a complaining woman is, whether she is a sister, wife or mother-in-law. What a comfort is her opposite type—one who "suffers long and is kind," and is always seeking to relieve others. Clara Morris, long an actress of note, tells the real story of just such a wonderful little woman, who goes about easing pain and trouble and sorrow wherever she finds it. Every one loves her. The story is called "The Trouble Woman."

Small 12mo, dainty binding, 40 cts.

TO GIRLS WHO HAVE A HUSBAND WHO THINKS HE CAN REGULATE DOMESTIC AFFAIRS

—one who thinks he can manage servants and children better than his wife, and make purchases of supplies, etc., with great economy and forethought. Well, just such a man has written a book called "The Domestic Blunders of Women." It has chunks of good ideas, and it will afford any sensible woman lots of merriment.

12mo, cloth, $1.00 postpaid

TO GIRLS WHO HAVE A TALENT FOR MUSIC AND ENJOY A THRILLING MUSICAL ROMANCE

There is no story more fascinating than the one written by Mabel Wagnalls, entitled "Miserere." It is the romance of a great, strong, and wonderfully beautiful voice, leading to a climax as thrilling as the death scene in "Romeo and Juliet."

Small 12mo, dainty form, 40 cts.

FUNK & WAGNALLS COMPANY
44-60 East 23d Street, New York

Ronald Press Books for Business Men

Six standard business books written by authorities. Sent postpaid on receipt of price. Money back if not satisfied. Sent on 10 days' approval if satisfactory business references accompany order. Descriptive Circulars free.

THE SCIENCE OF ACCOUNTS

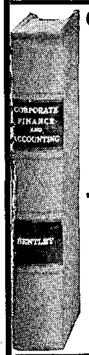
By H. C. Bentley, C.P.A. In this book a public accountant of ten years' experience has presented the entire theory of modern accounting. In six Parts: (1) Fundamental principles and definitions; (2) the science of classification—describing the nature, functions, debits and credits of every important mercantile and manufacturing account; (3) elements of cost accounting; (4) financial statements—form and arrangement; (5) C. P. A. questions; (6) accounts of special businesses. Contains also three coupons entitling you to answers from the author on three accounting questions. If *you* want to become a practical accounting expert—if you want to *modernize* your present bookkeeping system—if you want a work of reference that will answer all your questions—*get this book!*

350 pages, 6 x 9. 1911. Buckram. $3.00 postpaid.

INFLUENCING MEN IN BUSINESS

By Walter Dill Scott. *You* can increase your ability to influence men if you will master a few fundamental laws for influencing *their minds.* Here is a book by one of the country's leading practical psychologists, explaining these laws and showing how to use them in making sales, closing deals, writing advertisements, hiring and handling employees. In it he analyzes the two great methods of influencing men and shows how they work; he shows when to use one method, when the other, and when a combination of both; and he shows *how* to use each method most effectively. Based on years of study and experiment. As scientific and authoritative as a manual of chemistry, yet so clear and *practical* that you can turn its ideas to use on the very day you read it.

166 pages. Cloth. Illustrated. $1.00 postpaid.



CORPORATE FINANCE and ACCOUNTING

By H. C. Bentley, C.P.A. Expert financial, legal and accounting information for the corporation treasurer and accountant in six parts: (1) The corporation treasurer, his status, requirements, duties, powers, and liabilities; (2) methods and forms, books and entries, for practical corporation accounting; (3) corporate finances; (4) negotiable instruments, their nature, requisites, liabilities and collection; (5) corporate securities; (6) 44 legal forms. **525 pages, 6 x 9. Second ed., 1911. Buckram. $4.00 postpaid.**

CORPORATE ORGANIZATION

By Thos. Conyngton, of the N. Y. Bar. Explains in detail every step for incorporation of new or old company. Ends sought by incorporation; stock subscription lists and contracts; where to incorporate and cost; rights of stockholders; charter and by-laws; how to conduct meetings, elect officers and directors, etc., etc.

402 pages, 6 x 9. Second edition, 1908. Buckram. $3.00 postpaid.

CORPORATE MANAGEMENT

By Thos. Conyngton of the N. Y. Bar. Protects the interests, lightens the tasks and facilitates the duties of every corporation official. For in it can be found an accurate, non-technical answer to the many legal questions that arise in corporate management. Tells the purpose and uses of Charter and by-laws; the rights, duties, powers of officers, directors and stockholders; how to conduct meetings and keep records. 202 legal forms. **422 pages, 6 x 9. Third edition, 1911. Buckram. $3.50 postpaid.**

FINANCING AN ENTERPRISE

By Francis Cooper. A 2-vol. work telling how to secure capital and promote a business enterprise. Vol. I describes conditions necessary for success; how to investigate, protect, and capitalize an enterprise. Vol. II tells actual methods for securing money; prospectus; writing, etc., etc. By a practical business man with 15 years' promoting experience. **543 pages. Third edition, 1909. Buckram Both vols. $4.00 postpaid; either vol. $2.00 postpaid.**

A MANUAL OF CORPORATE MANAGEMENT
PROCEDURE AND FORMS

The Ronald Press Company Publishers of Standard Business Books
198X Broadway, New York

The Des Moines Plan of City Government

Or Governing a City by the "Commission Plan." 77 American Cities have already adopted it.

Some of its many advantages:

It abolishes party politics from local affairs.
It eliminates the boss, the grafter, and the political machine.
It views a municipality as a great business enterprise and provides accordingly for its effective management.
It recognizes definitely the failure of representative government and substitutes therefor a system of democracy; it recognizes the fact that there is no wisdom but collective wisdom.
It establishes direct responsibility for every public act.
It seems to be swift, efficient, economical, and adapted to a rational community in the twentieth century.
It abolishes a raft of useless offices, sinecures, jobs, and political rewards, and substitutes organization, method and work.

JUST OUT: The new book which tells all about it:

"The Dethronement of the City Boss."

By JOHN T. HAMILTON

Highly endorsed by the Mayors of Des Moines, Ia., Memphis, Tenn., Milwaukee, Wis., Leavenworth, Kan., Keokuk, Ia., Wichita, Kan., Eau Clare, Wis. and many others.

Price $1.20 net; by mail $1.30

FUNK & WAGNALLS COMPANY, Publishers, 44-60 East 23d Street, New York

---

Little Talks To Little People

By James M. Farrar, D.D., author of "A Junior Congregation."

Dr Farrar has won the children of the Church. Would you like to win them in the same way? Rarely has any pastor succeeded as has Dr. Farrar in marshalling so early the *young forces* of the church in profitable Christian work and living. He realized that the future men and women of the church come from the young people—*there's* the point. The spirit of intimacy and sympathetic friendship with which he approaches children is the source of his success, and his methods can be easily comprehended and applied by older persons who read this book. It contains a *Little Talk* for every Sunday of the year, all being arranged according to the *Seasons.*

Cloth, $1.20 net.

FUNK & WAGNALLS COMPANY New York and London

Looking for a Dog?

If you want a good watch-dog for your country-place, a playmate for your children, or a house-dog, consult our

KENNEL DIRECTORY

On page 711 of this issue, where reliable breeders list their offerings.

The Literary Digest—Kennel Department

NATHAN HALE

The Ideal Patriot

By WILLIAM ORDWAY PARTRIDGE. $1.00

FUNK & WAGNALLS COMPANY, NEW YORK

Doctor, These Books Are for *You*

A timely, new, and tersely descriptive "List of 42 Important Books for Physicians," with prices, is now ready and will be mailed to any doctor sending us his professional card or envelop—no obligation.

These medical books (with a few exceptions) are *not* included in the 1910 FUNK & WAGNALLS COMPANY CATALOG OF PUBLICATIONS. Many are very recent; others, revisions of standard authorities; *all* are valuable and truly reflect *current* medical thought, method and opinion.

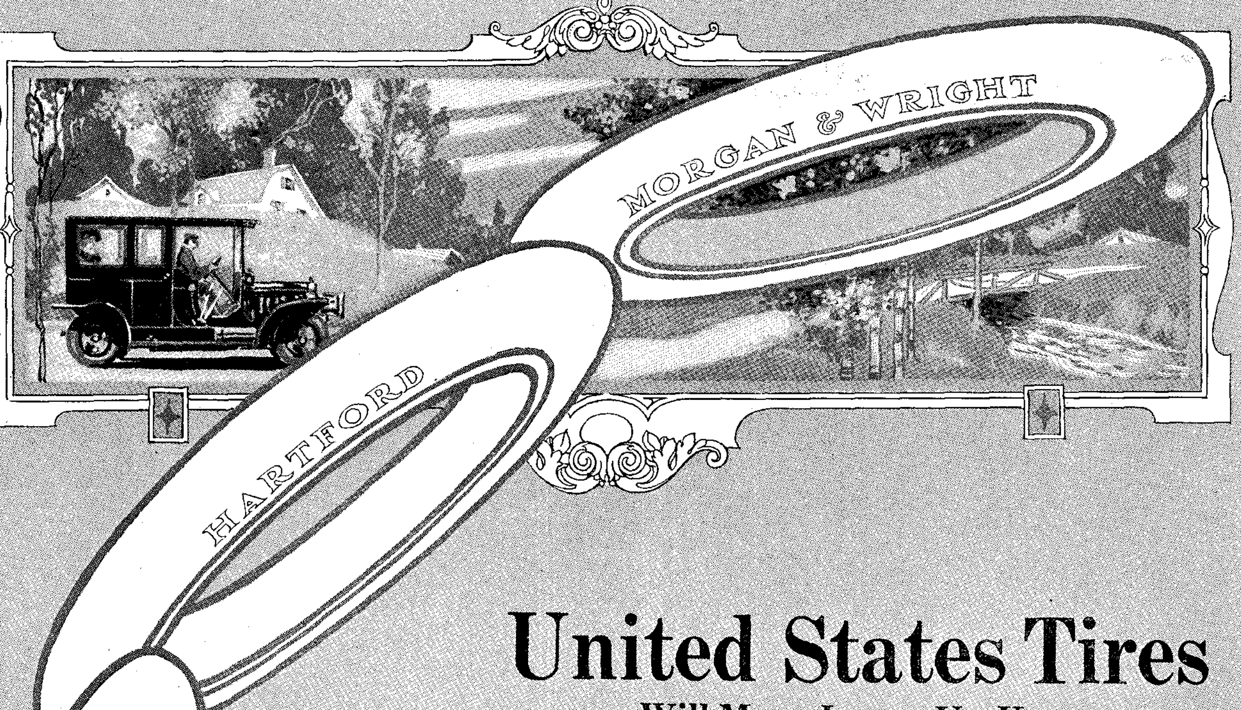
Read the titles in the right-hand column, doctor. These may suggest to you some important investigations. You might even find here a work—or perhaps more than one—for which you have long *unconsciously searched*—works which would round out your experience in some special fields. These modern books are useful alike to the *general practitioner* and the *specialist.*

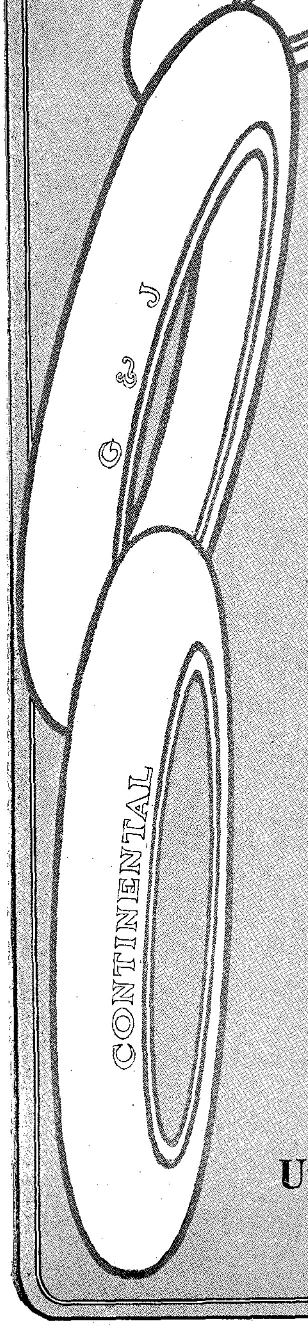
All the works named here, and many more, are described in **"Medical List C."** Write for it before you forget.

PARTIAL LIST OF TITLES:

Bland-Sutton: *"Tumors, Innocent and Malignant."* **Bosanquet:** *"Serums, Vaccines and Toxines in Treatment and Diagnosis."* **Bramwell:** *"Hypnotism and Treatment by Suggestion."* **Cohn:** *"Electro-Diagnosis and Electro-Therapeutics."* **Gould:** *"Elements of Surgical Diagnosis."* **Hutchinson:** *"Syphilis."* **Morris and Dore:** *"Light and X-Ray Treatment of Skin Diseases."* **Rosenbach:** *"Physician vs. Bacteriologist."* **Schmitt:** *"A Brief of Necroscopy and its Medico-Legal Relation."* **Shaw:** *"Organotherapy."* **Treves:** *"Students' Handbook of Surgical Operations."* **Wickham and Degrais:** *"Radiumtherapy."* **Yeo:** *"The Therapeutics of Mineral Springs and Climates."*

FUNK & WAGNALLS COMPANY, New York





United States Tires

Will Mean Lower Up-Keep Cost for Every Motorist

It has been easy for the automobile dealer to realize how much the organization of the United States Tire Company means in improved manufacturing conditions, in greater purchasing power, and in wider distribution and sales efforts for the four great tire companies which comprise this new organization.

It should be just as easy for the **motorist** to realize how much the United States Tire Company means to **him** in the production of **better automobile tires.**

We propose to reduce the up-keep tire cost for every motorist in America. We propose to make possible the more economical operation of every automobile in this country. We propose, through the production of superior automobile tires, to give added pleasure, added safety and added economy to motoring everywhere.

For many years Continental tires, G & J tires, Hartford tires and Morgan & Wright tires have been recognized by the motoring world as leaders in the tire field. In the five great factories of these four leading tire makers, throughout a period of time so long that these names have become household words, these four leading manufacturers have made **good tires**—

Continental	**Hartford**
G & J	**Morgan & Wright**

Each of these tires has had its own marked points of superiority. Motorists have come to know **wherein** each of these tires has been better than **any other tire made.** It remained for the United States Tire Company to bring into one working group all the tire knowledge, all the tire skill, all the tire experience which have given to each of the four brands its own field of leadership.

Every point of superiority which in the past has identified each of these tires **individually** will be applied to **all of them.** Into each of these good tires the United States Tire Company is building **every better feature of the three others.** Our application of this aggregate knowledge, this aggregate of proven methods, **must be and is** productive of

America's Predominant Tires

United States tires embody advantages which the motorist could not and cannot secure through the use of any other tires. From no other source can he even **hope** to secure tires into which have been built such **complete** superiority. Furthermore, he can actually buy these tires

At the Same Price Asked for Other Kinds

United States tires are sold under the four well-known brand names: Continental, G. & J, Hartford and Morgan & Wright, and include eight styles of treads and three styles of fastenings—the widest range of selection ever offered the motorist.

United States Tire Company, New York

Branches, Agencies or Dealers Everywhere

Four-fifths of the Best Dealers Sell

UNITED STATES TIRES

All the way from one American coast to the other—wherever automobiles or automobile accessories are sold—there you will find a United States Tire dealer. It means much to the motorist that thousands of dealers—four-fifths of all the **best** dealers in America—have pinned their faith and their future to United States Tires. These dealers are not the sort that take chances with desirable patronage. They make it their business to sell the best products the market affords, building not for a day, but for the years to come. The fact that an **overwhelming** majority of these leading dealers, these **responsible** dealers, have recognized the superiority of United States Tires is conclusive corroboration of whatever we **have** said or **might** say of the **better service** to be had from our products.

THE LITERARY DIGEST
PUBLIC OPINION (New York) combined with THE LITERARY DIGEST
Published by Funk & Wagnalls Company (Isaac K. Funk, Pres.; Adam W. Wagnalls, Vice-Pres.; Robert J. Cuddihy, Treas.; Robert Scott, Sec'y), 44-60 E. 23d St., New York

VOL. XLII., NO. 14 NEW YORK, APRIL 8, 1911 WHOLE NUMBER 1094

TOPICS OF THE DAY

WHY 150 GIRLS WERE BURNED

THE GIRLS who met death in such a frightful form in the Washington Place fire in New York City will not have died in vain if the city learns its lesson and is led by this holocaust to make builders and employers give adequate fire-protection to their workers, some of the New York papers are now saying. But others reply that this lesson should not have been needed, as Chief Croker and others have sounded repeated warnings that went unheard. Some seem to doubt if even now any really thoroughgoing reform will be accomplished. The divided authority over matters of fire protection, the inadequate laws and their lax enforcement, say many metropolitan papers, render the city likely to have at any moment a repetition of this horror, where nearly 150 lives were wiped out in ten or fifteen minutes. "That rain of scorched bodies," declares the editor of the Philadelphia *North American*, "was caused by a defect in our civilization—the perverted view that places property rights above human rights." There should be universal recognition, he goes on to say, that the frightful death of those girls "was not an accident, not an 'act of God,' but a crime, done by no one of the men now assailed, but by careless, selfish, or cowardly society, of which you and we and all of us are part." Everybody is to blame, he continues more specifically, who "does not make active and continuous protest against the criminal but well-nigh universal alliance of bad politics and bad business in our cities." The New York *Times* remarks that the responsibility for not foreseeing and preventing the disaster "is so widely distributed that in the last analysis something of it rests on us all." "That such a killing on such a scale can occur in New York is, indeed, a reproach to every citizen," says the New York *Globe*, which adds that "the guilt is of the system, and on the people as a whole, rather than on individuals." And *The World* admits that "in the matter of safeguarding its citizens New York itself is on trial."

The fire, started, it is believed, by a dropt match or cigaret, sprang up among the inflammable scraps littering the floors of the Triangle Waist Company, which occupied the three upper stories of a ten-story "fire-proof" building at the corner of Washington Place and Greene Street, New York City. So rapidly did the rush of flame fill the three floors that 143 of the 700 employees, mainly young women and girls, were trapt and either burned to death or killed by leaping from the windows to the pavement, 100 feet below. The means of exit were two passenger-elevators, two freight-elevators—which were apparently not running at the time of the fire—two narrow stairways with doors opening inward, and a narrow fire-escape reached by two windows on each floor and leading down into an enclosed court. "Technically," says Borough President McAneny, "the building appears to conform to the code." "I know of no law," says Fire Chief Croker, "compelling office, loft, or manufacturing buildings that are classed as fire-proof to have fire-escapes."

This murderous waste of life was made possible, the New York papers agree, by inadequate ordinances relating to fire risks in "fire-proof" buildings, and by a division of authority which prevented the proper enforcement of such laws as we have. The existing laws, it seems, do not demand fire-drills in factories, nor fire-escapes on fire-proof buildings. They do require, however, that "all doors leading in or to such factory shall be so constructed as to open outwardly where practicable, and shall not be locked, bolted, or fastened during working hours." The law under which the State factory inspectors of the Bureau of Labor work requires that "such fire-escapes as may be deemed necessary by the Commissioner of Labor shall be provided on the outside of every factory in this State consisting of three or more stories in height." But in New York City even this discretionary power has been taken away from the State Labor Commissioner by a court decision giving to the city Bureau of Buildings exclusive jurisdiction over fire-escapes in Greater New York.

The investigations put in motion since the disaster have already, in the opinion of the press, revealed the New York laws for fire protection in high buildings as a hopeless jumble, nearly all the principal bureaus of the city government having a little authority in the matter, while none of them, apparently, has enough to be effective. The very number of these official investigations—five or six at least—serves to emphasize this point. "So many guardians to watch, and yet no watching done!" exclaims *The Evening World*. "So many laws obeyed by a means that effectively nullified them!" "Centralization of authority and a consequent centralization of responsibility in a single department are absolutely imperative," says the Brooklyn *Eagle*. The city fire department, it adds, has repeatedly asked for the establishment of a Bureau of Fire Prevention, with ample power to instal auxiliary fire apparatus and to insist upon the erection of suitable fire-escapes, and this suggestion seems to find general favor with the city press. "It should be an easy matter," says *The Evening Sun*, "to place the whole duty of the prevention of fires in a body of public

TERMS: $3 a year, in advance; four months, $1; single copy, 10 cents; postage to Canada 85 cents a year, other foreign postage $1.50 a year. **RECEIPT** of payment is shown in about two weeks by date on address label; subscription including the month named. Instructions for **RENEWAL, DISCONTINUANCE** or **CHANGE OF ADDRESS** should be sent **two weeks** before the date they are to go into effect. **Both old and new addresses** must always be given. **DISCONTINUANCE:** We find that many of our subscribers prefer not to have their subscriptions interrupted and their files broken in case they fail to remit before expiration. Nevertheless, it is not assumed that continuous service is desired, but subscribers are expected to notify us with reasonable promptness to stop if the paper is no longer required. **PRESENTATION COPIES:** Many persons subscribe for friends, intending that the paper shall stop at the end of the year. If instructions are given to this effect, they will receive attention at the proper time.

Published weekly by Funk & Wagnalls Company, 44-60 East Twenty-third street, New York, and Salisbury Square, London, E. C.

Entered at the New York Post-office as Second-class Matter.

officers small enough to be directly responsible to the community." "Before life can be made measurably safe in lofts where hundreds of women sit back to back at the shuttle, or men are hived in skyscraping offices with no escape from flames except to the street direct," says *The Press*, "the responsibility for preventing Washington Place horrors must be fastened on officers who can not point their fingers at one another, like the Tweed Ring in the famous circle of Nast's cartoon, each saying the guilt was the next fellow's."

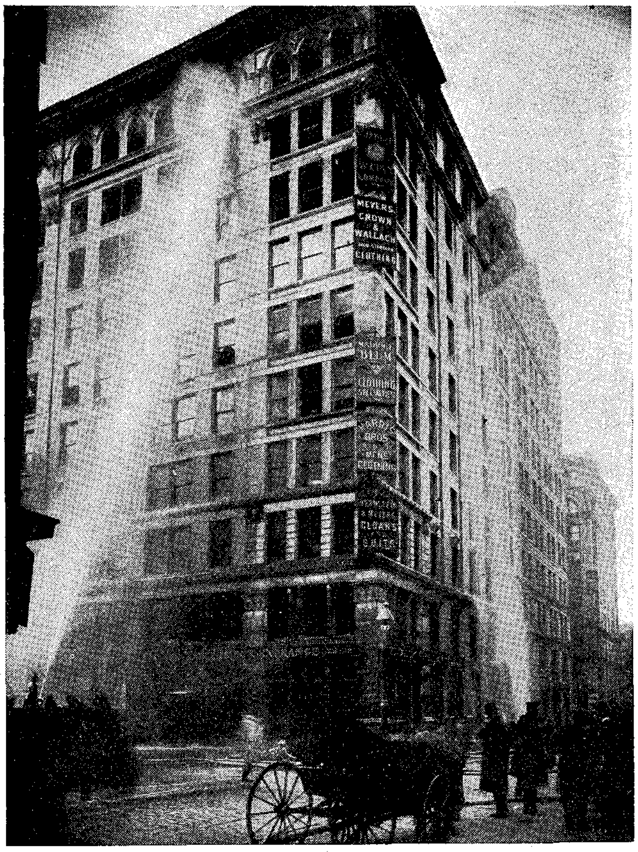
WAITING IN LINE TO IDENTIFY THEIR DEAD.

Nor were the conditions in the Washington Place factory exceptional. "There are said to be 7,000 buildings similar to this ill-fated one, and 20,000 more that are almost equally dangerous to human life," says *Fire and Water Engineering* (New York). "I can show you 150 loft buildings far worse than this one," said Fire Marshal William L. Beers to a representative of *The Evening Post*. The same paper refers to an official list of about 3,500 structures used for office and manufacturing purposes in this city which were reported recently as lacking adequate fire-escapes. The Washington Place factory—the Asch building—was not on this list, so that the 3,500 would seem to be more dangerous than it was. New York, according to *The Survey*, has nearly 30,000 industrial establishments, employing about 700,000 workers. These establishments are distributed among 12,000 buildings, about 1,000 of which are of fire-proof construction. "Our building laws are deficient and should be revised completely," says Charles G. Smith, of the Board of Fire Underwriters; and he further states that "the insurance men of this city are in hourly dread of a conflagration involving, say, $500,000,000." An investigation begun last December by the fire department has already shown, according to *The World*—

> "(1) That there are hundreds of factories, office buildings, storage-warehouses, and lofts without any means of escape from fire provided.
>
> "(2) That most of the big hotels are either without any fire-escapes, or with totally inadequate provisions for escape.
>
> "(3) That big, new apartment houses on the upper West side, the last word in buildings of that character, are totally without fire-escapes.
>
> "(4) That scores of schools, asylums, hospitals, and similar institutions are without proper protection for the inmates in case of fire."

Of 1,463 cloak and suit factories recently investigated by a committee of the Joint Board of Sanitary Control of the Cloak and Suit Industry, which represents the manufacturers, the unions, and the public, we learn that 1,173, or 97.5 per cent., had hall doors opening inward, instead of outward as the law requires; 491 had no fire-exits except one fire-escape; 60 had halls less than three feet wide; 28 had doors leading to halls and stairways locked during the day, and 14 had no fire-escapes. Quoting these figures, the New York *People* (Socialist Labor) exclaims: "It is in these conditions that the working class of this city must risk their lives every day they work." "Should capital be allowed to force labor to work in death-traps?" asks another Socialist editor. The disaster was "murder and nothing else but murder," declares the New York *Call* (Socialist), which discovers in our fire-proof buildings "a remarkable resemblance to our courts" because "they have been devised for the purpose of protecting, not human life, and least of all the lives of the workers, but property." Mr. Hearst's *Evening Journal* also thinks that the fire victims were "murdered by cupidity, stupidity, and brutal neglect of duty." Immediately after the disaster, according to the New York *Times*, Fire Chief Edward F. Croker "spoke bitterly of the way in which the Manufacturers' Association had called a meeting in Wall Street to take measures against his proposal for enforcing better methods of protection for employees in cases of fire." And so conservative a paper as the New York *Tribune* says:

> "The hideous light which the Washington Place conflagration throws upon industrial conditions must not be permitted to die away into a smoldering 'investigation.' . . . There are some things which stand out so plain in the story of this murderous fire that no inquiry can make them plainer. One is the selfish indifference of employers to the conditions under which their workmen labor. And the other is the shameful indifference of the public to those conditions."

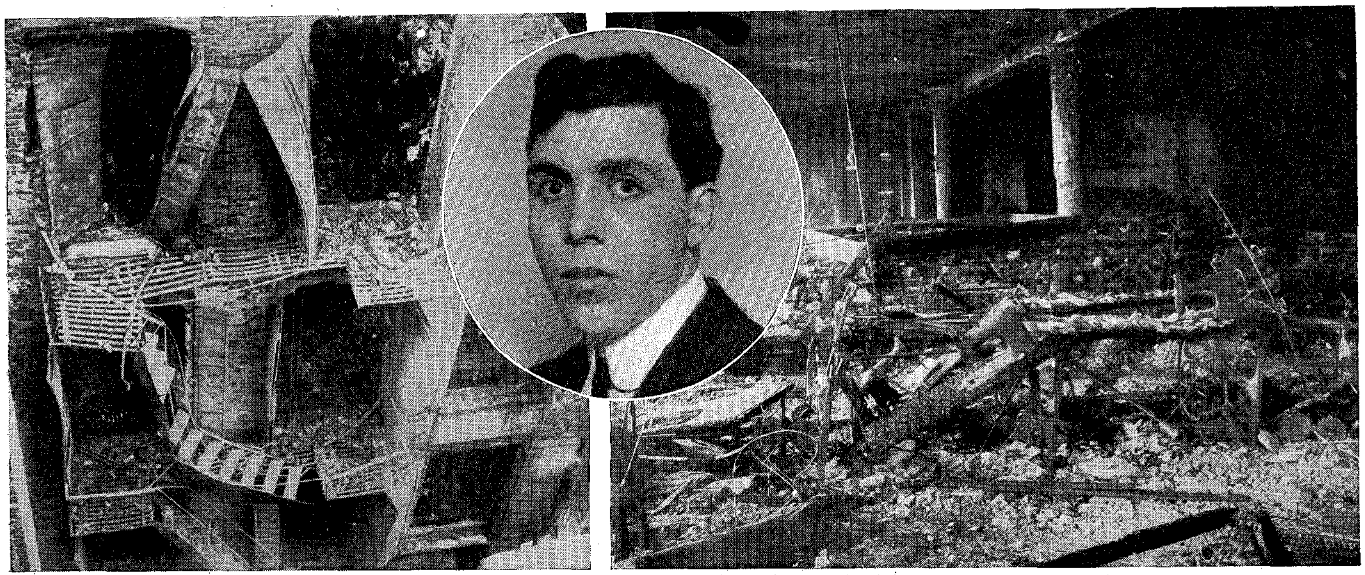


WHERE 143 PERISHED IN A "FIRE-PROOF" BUILDING.

"We need laws which will give us not merely fire-proof, but death-proof, buildings," says Fire Chief Croker. The owner of this structure states that when it was built, in 1901, every detail of it was submitted to the Building and Fire Departments and approved by them.

Fire Chief Croker reiterates his warning that "there may be at any time a repetition of this disaster with its appalling loss of life in any of the great office buildings employing thousands of persons, mostly girls," and District Attorney Whitman shares this opinion. The latter is quoted in *The Tribune* as saying the day after the catastrophe—

> "I am going to make a thorough investigation to show what the conditions are that will permit such a terrible disaster to take place. Our theaters and amusement places, where people



Photographed by Brown Bros. Copyrighted by the American Press Association.

THE FIRE-ESCAPE. MICHAEL SCIACCA, ELEVATOR BOY. THE EIGHTH FLOOR.

This narrow and flimsy structure, which collapsed under the weight of the girls crowded upon it, was the only fire-escape on a building in which 2,000 people were employed. It was rendered almost useless by the heavy sheet-iron shutters which opened outward from the windows. The picture on the right shows the wreckage on the eighth floor, where the fire started. Here there were 176 sewing-machines. According to some of the survivors, a door leading from this floor to one of the stairways was locked, but this is characterized as "an absolute lie" by the owners of the shirt-waist company. The doors opened inward. Michael Sciacca, whose portrait is given above, saved many lives at risk to his own, running his elevator to and from the burning floors until, warped by the heat, it stuck at the seventh floor. He escaped by sliding down the cable.

go for pleasure and from which they can stay away if they want to, are thoroughly protected by the fire and police regulations and the rules of the Building Department. It seems to me much more necessary that at least equal protection should *be given to those who are forced to go to these huge structures* to work for their daily bread."

"Unendurable indeed," says *The World*, "would be the thought of a catastrophe so horrible and so excuseless if we might not expect from its example a great and lasting improvement of the conditions in which men and women must earn their daily bread." Means to this end are now being considered by both the city and the State authorities. In such buildings, says *The Wall Street Journal*, "it should be demonstrated to the inspector's satisfaction that every human being in the building can get out of it without injury in three minutes." Some of the more obvious reforms suggested, says *The Press*, are:

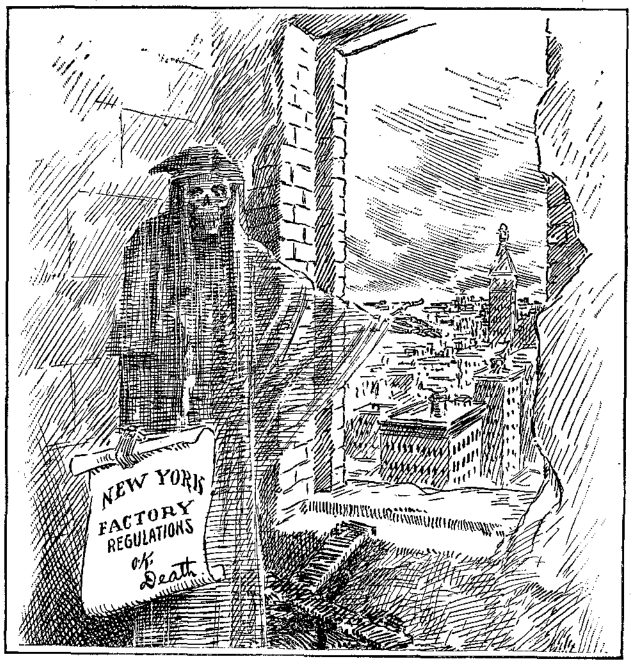
"Wider fire-escapes for factories and more of them. The right of the Fire Department to force their proper construction.
"Automatic sprinklers on the floors of every factory building.
"Compulsory fire drill in factories employing numerous persons.
"Free access to the roof at all times.
"Stairways enclosed by fire-proof walls.
"All doors to open outward.
"Fire-escapes from roof to roof of adjoining buildings."

For the construction of the future, says *The Evening Mail*, the Philadelphia plan should be made imperative. This consists of "safety staircases *within the building, with no inside con*nections, entered only from balconies outside." *The Evening Post* suggests that every floor of a building used for manufacturing purposes "should be designated as entitled to hold no more than a stated number of employees, the number being determined in accordance with the actual facilities for egress in case of fire." Mr. Peter Joseph McKeon, consulting engineer on fire insurance and fire protection, urges in *The Survey* that "a campaign against fire should be waged, just as there is a campaign against tuberculosis." He says:

"Fire is a disease which is epidemic in all buildings and which will yield only to the same treatment which has been successful with other diseases. Education is the first step. The same conditions which existed in the New York factory building, which killed women and girls, can be found in many other buildings. Many of the people who are indignantly asking who are responsible for this loss of life are probably maintaining buildings equally as dangerous. Their own homes, indeed, are, in nine cases out of ten, personal death-traps. If a man does not *protect his home and his family, is he likely to protect his factory* and his employees?"

TWENTY YEARS IN JAIL BY MISTAKE

TO "PARDON" an innocent man is nonsensical enough, but to graciously extend forgiveness to him after he has suffered unjust imprisonment for nearly twenty years, as if that made it all right, is the limit of absurdity, thinks the Albany *Journal*. Yet that is what the State of Pennsylvania does with Andrew Toth, who has just been set free from the Western Penitentiary at Pittsburg, pardoned by Governor Tener for murdering Michael Quinn in 1891, because he is now



FIRE-PROOF.
—Macauley, in the New York *World*.

proved innocent. The man who accused him then has confest on his death-bed in Austria that he pointed out the wrong man. Meanwhile Toth has passed the best years of his life in prison and his wife in Austria and his children and grandchildren in Braddock have felt the disgrace of it. His sons, we read, have spent nearly $6,000 in obtaining the pardon, but not a cent of reparation will be made by the State for all this injury, because, the dispatches say, such an appropriation would be illegal under the Pennsylvania constitution. The steel company which employed him owed him two weeks' pay when he went to prison, and this is to be paid him, with compound interest, amounting in all to about $50. The papers also say that Mr. Carnegie may do something for him. Toth himself, who earned the nickname of "Little Praying Andy" because of his sublime faith in the ultimate justice of God, is reported as saying this in regard to recompense or damages:

"LITTLE PRAYING ANDY TOTH."

"All the men who convicted me who knew that they were doing wrong," he says, "will receive their punishment some time. God doesn't forget about people. He didn't forget about me."

> "Were I given $10 for every single day I spent in the penitentiary it would not recompense me for the anguish that has been brought to my wife and relatives back home, and to my sons who are in Braddock making an honest living for their own wives and children. There is nothing on earth can make up for the blot on my character, but I bear no resentment toward anybody who was responsible for my being sent to prison. . . . . . .
>
> "I don't expect the State to give me anything for my wrongful imprisonment, but I think that Allegheny County was to blame.
>
> "All the men who convicted me who knew that they were doing wrong will receive their punishment some time. God doesn't forget about people. He didn't forget about me."

That this is not the only man who has been sent to prison, or the madhouse, or the gallows by mistake is the thought that inspires some serious reflections. Such instances, the New York *Commercial* believes, "far outnumber what the vast majority of people can be brought to imagine." For example:

> "In this State not so long ago Roland B. Molineux was proved innocent of the charge of murder after one conviction and nearly three years spent in jail and the penitentiary. And after his release he was forced to fight in court to get his photograph out of the 'rogues' gallery' and from the prison records of murderers. Talk about corporations having 'no souls'—it seems sometimes as if governments are not only soulless, but delight in persecution!"

A bill has been introduced into the New York legislature by Senator Ormrod empowering the Governor not only to pardon, but to "properly compensate" convicts wrongly imprisoned. Says *The Commercial*:

> "The wonder is that such a law was not enacted years ago in this State, in Pennsylvania, and in every other State where a person suffering such injustice has absolutely no redress. There must be hundreds of such cases, but it is only rarely that they arouse much public interest or provoke criticism of this defect in the laws. Senator Ormrod, after an examination of the New York laws, says that altho a person may recover damages from the State for property taken for public use or for injury to person or property by reason of the State's negligence, there is absolutely no remedy for an innocent person unjustly convicted of a crime and sentenced to a term of imprisonment. . . . A greater injustice can not be conceived. This bill ought to pass. New York . . . can not afford to be responsible for such a possibility of State injustice any longer than it will take for the machinery of legislation to put this measure on the statute-books."

The Toth case "should serve as a warning to overzealous prosecutors, who feel it to be their duty to obtain conviction, and some of whom will sacrifice an innocent victim in order to make a personal reputation for themselves," thinks the Trenton *Times*; while the Philadelphia *Record* finds it "impossible to resist the conviction that the court that tried him and the prosecuting officer were remiss because Toth was of no particular account and had no friends," and it adds that "it seems as tho the State, or the county where he was convicted, owed him something more than a pardon for an act he did not commit." The wrong to this man "is measureless, limitless, irreparable," declares the New York *World*, and no amount of money can make it right, but it remarks that Allegheny County can do something in the way of repentance and reparation to society by seeing to it "that hereafter the humblest shall get due justice in its courts."

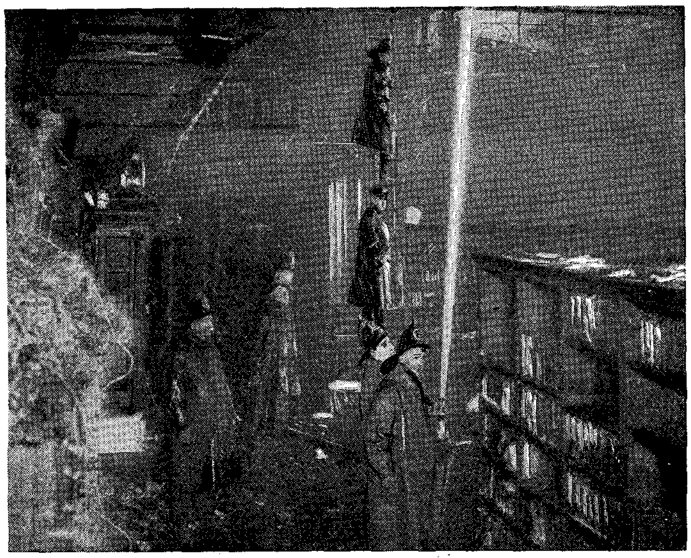
THE ATTACK ON BOOKER WASHINGTON

NONE OF THE FRIENDS of Dr. Booker T. Washington seems to have changed his good opinion of him from the unfortunate incident in New York City some days ago, when a white man mistook the noted educator for a kidnaper, and clubbed him along the street several blocks till a policeman took them both to the police station. But while his friends and foes remain friends and foes, their feelings appear to have become intensified. His friends have joined in an outburst of loyalty probably never experienced by one of his race before, and the President has written him a warm letter of sympathy. His critics, on the other hand, find the incident a confirmation of the worst they have said of his race, and believe he was prowling about the premises of the man who attacked him just as the lowest hooligan of the slums might have been doing. The Cincinnati *Times-Star* notes that within a few hours after the affair was made public plenty of money was offered Dr. Washington's assailant for defending his case, showing that "some white men are always ready to hit a colored man because he is colored, and vice versa," and it is because of this fact, thinks the Cincinnati paper, "that the race question sometimes looms so very ominous in this country." And William Marion Reedy, in the St. Louis *Mirror*, declares that the Tillmans and the Vardamans will now consider themselves vindicated, and racial suspicions in the South will have a new opening for attacking the work of Tuskegee.

Dr. Washington was examining the name-plates in the vestibule of an apartment house, it appears, when a dog-fancier named Ulrich rushed out and attacked him, thinking the noted educator was trying to steal his stepdaughter. The papers say that Mr. Ulrich had been much worried by matrimonial troubles, his wife in Jersey City demanding alimony, and the father of the so-called stepdaughter demanding the child. Dr. Washington avers that drink also added to his assailant's nervousness. Altho Ulrich will probably be prosecuted by Dr. Washington's attorneys in order to clear his name, the Tuskegee president himself declares he does not blame his assailant. He says in an interview:

> "In looking upon the attack after seven days from its occurrence I believe that Mr. Ulrich was justified in attacking not only me, but any other man under similar circumstances. I was in the hall of the house and was peering at the name-plates

THE WEST WING OF THE CAPITOL BURNING.



FIGHTING THE FIRE IN THE LIBRARY.

Fire broke out in the Assembly library in the New York State Capitol at Albany early in the morning of March 29. A few pails of water or an extinguisher would have put out the fire when first discovered, but none were to be found, and before the flames could be checked over $5,000,000 damage was done. The most serious loss is the destruction of many irreplaceable historical documents in the State Library, and of many almost indispensable legislative records. About a third of the building was seriously damaged, and the cost of repair—there was no insurance—must be added to the $24,000,000 which the people of New York have paid for this scandal-haunted pile of "veneer, vastness, and variegation," which one Governor called "The Public Calamity."

HOW A GREAT STATE GUARDS ITS TREASURES.

on the letter-boxes in an effort to find one of my business acquaintances.

"After the charges had been brought I learned that Ulrich had a stepdaughter, and that several efforts had been made to kidnap her. There seems to be little doubt that Ulrich thought I might be a kidnaper. If he did, he was perfectly justified in attacking me. No man could have done otherwise under the circumstances. I have no personal feeling against Mr. Ulrich. To my mind, he did the manly thing."

He also is reported as saying in another interview that the negro's best friends are in the South, a statement that is confirmed by the Southern editors. The Chattanooga *Times* finds "gratification in the fact that the entire Southern press, almost without exception, has exprest the fullest confidence in Booker T. Washington as a result of the most unfortunate episode in New York City," and the Knoxville *Sentinel* sums up Southern feeling thus:

"One of the lawyers engaged to defend the assailant of Booker T. Washington was quoted as saying that another hero had been dragged from his pedestal. This remark betokens a spirit that actuates a few people, but they are not the people that count for much in the world. Right-minded folks of every race were shocked by the brutal assault upon the negro educator; the great majority felt confident that the stories told to explain this assault were cooked up. The case has not yet come to trial and it is possible that new facts will be discovered, but there is no reason to believe that any facts discreditable to Washington will be brought out. . . . . . .

"Among intelligent men in the South very few have felt any doubt whatever that Booker Washington's reputation would remain unsmirched."

The Richmond *Times-Dispatch* contrasts the attitude of South and North and says of Dr. Washington's mishap:

"It is a pity, and only shows that Southern negroes must be very careful how they move around in 'the best governed city in the world,' as some American romancers have described New York. Booker has been going about his business all over the South for years without anybody to molest him or make him afraid, always conducting himself, so far as we have heard, with the greatest self-respect and without offense to any one. It is an unbelievable thing that after all these years and his wide acquaintance among 'the best people' of New York he would offer an insult to any one in Sixty-third Street and subject himself to the painful experience through which he has passed. We don't believe that he insulted anybody, that he made any improper remark to any woman, at the scene of Sunday night's affair, and if he were 'down in old Alabam'' he would be able to prove his good character by his white neighbors, who respect him for his work and without attacking him for his color. It is different, however, up North, and especially in New York. We are really sorry for him, and would advise that he stay at home hereafter or at least that he keep in touch with his own white folks."

An Afro-American view is given with considerable feeling in *The Amsterdam News* (New York), an organ of Dr. Washington's race. It says:

"The sad experience of Dr. Washington blazes out into diamond light the iniquity of conditions and the injustice that is daily visited upon scores of his race throughout this country. Let the average colored man be found under conditions giving no more just grounds for suspicion than were true of those in this case and the presumption immediately arises in the minds of the masses of white people that he is there for no good purpose, and that by a mighty unwritten law they are privileged to chastise him. Nor does the injustice stop there. The average court of law will presume him guilty of offense until against the combined odds he has proved his innocence. . . . . .

"Let conditions have been reversed and what would have been the consequence? Had any respectable representative, not necessarily the great moral leader of the Caucasians in America, been so wantonly set upon by black ruffians in a colored neighborhood because he had been found trying to find his way in their midst, the whole community could hardly have been restrained from going out on a riotous rampage of negro-baiting. All of the forces of law and order would have been given the task of hunting down the 'big, black, burly brutes.' The ends of justice would not have been defeated if it lay within the power of human ingenuity to ferret out every 'criminal' in any slight way implicated. Precisely for this reason do colored citizens rejoice at what has been done. Precisely for this reason do they expect that Ulrich and his partner in crime will be severely dealt with. . . . .

"It is a high compliment to the stability and progress of the colored people that they have not gone mad at this cowardly attack upon their beloved leader. As one man his entire race is now standing behind him, rejoicing in his rapid recovery and glorying in his prosecution of his fiendish assailant. Nor is this unity and hope of the race the only good features accruing from the attack. Money has since poured in a golden stream into the coffers of Tuskegee, and at a time when it is most badly needed.

"Tho all these be great blessings in disguise, the colored people of America want to see this dastardly crime against Booker T. Washington promptly and properly punished."

PROPERTY RIGHTS AND WORKMEN'S COMPENSATION

TIME WAS, when property rights were deemed so sacred that the slightest infringement of them, such as common theft, brought the offender to the gallows, and only the possessors of land or treasure had any political representation. But with changing times and customs our political leaders now point with pride to the growing mass of legislation directed toward the protection of personal rights oftentimes at the expense of those of property. Indeed, so far has the pendulum swung, and so eloquently have we been urged to put the man ahead of the dollar, that some seem to look for a "malefactor" in every man of great wealth, while others fear that the rising generation will hold the mere possession of property a crime in itself. The high-water mark of recent legislation aimed to protect the workingman, by extending the employer's liability for injuries received by his employees, was the Wainwright Workmen's Compensation Law, enacted by the New York legislature last year. This law, tho drawn up by an able commission who tried expressly to avoid annulment upon constitutional grounds, and tho approved by so eminent a jurist as Governor Hughes, is now declared unconstitutional by the unanimous decision of the New York State Court of Appeals because it deprives employers of their property "without due process of law." Hereat all "intelligent people" will rejoice, declares the Brooklyn *Eagle* in one of the many editorials praising the decision against a law whose operation would have tended to the confiscation of property. Yet no less wide-spread is the editorial apprehension of what the Springfield *Republican* calls its "probable effect of intensifying the popular feeling that property as against personal rights are receiving undue protection from our written constitutions under changing judicial interpretations."

WILLIAM E. WERNER,

Who wrote the decision by which the New York Court of Appeals find unconstitutional the most advanced piece of legislation for compensating injured workmen, while at the same time protesting their "earnest desire to present no purely technical or hypocritical obstacle" to a reform whose consummation is "devoutly to be wished."

Under the law now invalidated, which had been looked to in other States as a model for legislation on the subject, the employer of labor in certain specified "extra-hazardous occupations" was liable for all injuries to his employees, even tho it should be shown that the injuries were not in any way due to the employer's negligence or lack of precaution. This, declares Judge Werner, who wrote the decision, "is a liability unknown to the common law" and "plainly constitutes a deprivation of liberty and property under the Federal and State constitutions." In support of this opinion he admits the great desirability of reform in the matter of employers' liability, but he continues:

> "Under our form of government courts must regard all economic, philosophical, and moral theories, however attractive and desirable they may be, as subordinate to the primary question whether they can be molded into statutes without infringing upon the letter or spirit of our written constitutions. . . . .
>
> "The right of property rests not upon philosophical or scientific speculations nor upon the commendable impulses of benevolence or charity, nor yet upon the dictates of natural justice. The right has its foundation in the fundamental law. . . . . .
>
> "If such economic and sociological arguments as are here advanced in support of this statute can be allowed to subvert the fundamental idea of property, then there is no private right entirely safe, because there is no limitation upon the absolute discussion of legislatures, and the guaranties of the Constitution are a mere waste of words.
>
> "If it is competent to impose upon an employer, who has omitted no legal duty and has committed no wrong, a liability based solely upon a legislative fiat that his business is inherently dangerous, it is equally competent to visit upon him a special tax for the support of hospitals and other charitable institutions, upon the theory that they are devoted largely to the alleviation of ills primarily due to this business."

"Proputty, proputty, proputty," went the hoofs of the farmer's horse in the old poem—"Proputty, proputty, proputty, that's what I 'ears 'em saäy." And that is just what the editors of many conservative, as well as radical papers hear the Court of Appeals say in assuming that "the fundamental idea of property" is indissolubly bound up with the constitutional guaranties. This, says the New York *Evening Post*, is a "cardinal error":

> "The constitutional prohibition directed against the taking of property without due process of law may be a desirable defense of property rights, just as the constitutional privilege of refusing self-incriminating testimony may be a desirable defense of personal rights; but the remote inferences which flow from investing these doctrines with a sacrosanct character are no more essential to the fundamental idea of property rights or of personal rights than are the minutiæ of ecclesiastic ritual to the fundamental idea of religion."

The Louisville *Post* also rebukes the court for setting up the "fundamental law" above the "dictates of natural justice," and adds:

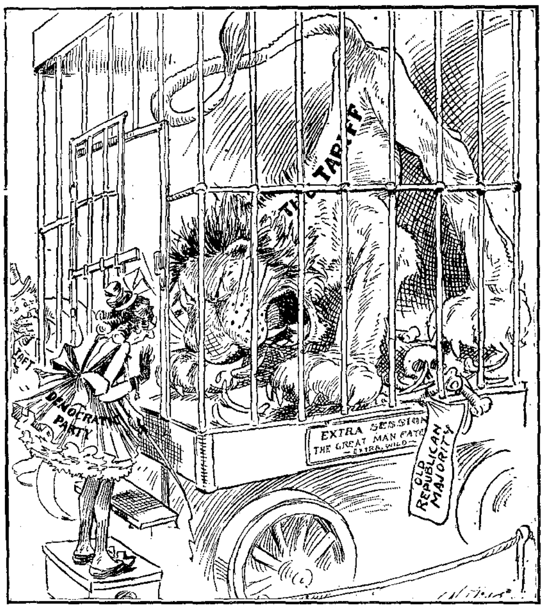
> "The rights of property are defined, limited, and declared by statute; no more, no less. The rights of life are fundamental, and superior altogether to the rights of property."

The fact that within twenty-four hours of the rendering of this decision by Judge Werner came the awful tragedy of the New York City factory fire is more than "accidental" to the Socialist editors. Says the New York *Daily People*: "The human bonfire on Washington Place illuminates the decision; the decision pronounces the bonfire constitutional." "The almost simultaneous occurrence of these two events" is to the New York *Call* "a truly frightful symbol of the actual situation of the American working class." The Court of Appeals, declares this paper, would "enthrone property above human life for now and ever," and virtually says to capitalists:

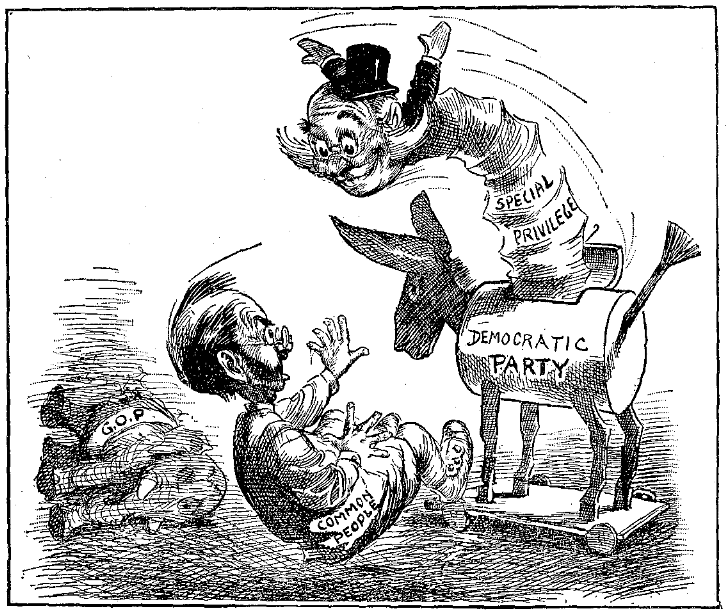
> "You may go on murdering as many workingmen and women and children as you find necessary in order to extract the last possible dollar of profit out of your respective businesses. We, the judges enthroned in supreme political power, rule that the people can not, through their chosen legislative representatives, curb your lust for gold and blood."

Vigorous denunciations of this decision are by no means confined to the Socialist press. The Philadelphia *North American* is indignant that a law adopted in "necessary recognition" of modern industrial conditions must go down before the "narrow, technical, letter-worshiping reasoning" of what Mr. Roosevelt calls "mechanical jurisprudence." A similar lamentation comes from the Chicago *Tribune*. The Des Moines *Register and Leader* is of like mind, but reminds its readers that this is only a lost skirmish:

> "The real battle will not come and the great victory will not



"STEP RIGHT IN, MA'AM, YOU CAN TAME HIM ALL RIGHT!"
—Darling in the Des Moines *Register and Leader*.



WHO'D HAVE THOUGHT IT?
—Johnson in the Philadelphia *North American*.

GETTING SOME INSIDE INFORMATION.

be won by these reformers until they rewrite the constitutions to recognize that human rights rank first, always. Property rights are so firmly entrenched in our constitutions and laws and customs and traditions that they will not be dislodged except after long and patient struggle."

The demand for constitutional amendments to ensure the success of future legislation of this sort is also taken up by the New York *American*, which fails to see wherein the Wainwright law could have worked injustice to any employer; "to the layman it looks as if this tax on dangerous trades is as legitimate and legal as a tax on saloons." The New York *World* and *Evening Mail* and the Baltimore *News* also see hope in changing our constitutions, but the Philadelphia *Record* is pessimistic: "assuming the present immunity of the employer to be a fundamental proprietary right, he could not be deprived of the same by any imaginable constitutional change."

Among many supporters of the Workmen's Compensation Law, however, there is a manifest willingness to recognize the logical necessity of the decision of the Court of Appeals. Here we find the Philadelphia *Press*, the Brooklyn *Citizen* and *Standard Union*, the Buffalo *News*, and the Jersey City *Journal*. "Even the most zealous advocates of the law and its underlying principle can not find in the action of the court the slightest excuse for criticism," avers the New York *Times*. The problem now, it says further, is how to provide compensation for the men injured in these dangerous employments "without inducing carelessness on the part of employees on the one hand or doing injustice to the employers on the other." It recommends the establishment of an agency to determine what safeguards should be provided, and suggests that "employers could be held liable if these had been omitted." Or, "employers might be required to show affirmatively that these safeguards had been used, instead of the burden of proof being, as it usually is, on the claimant for damages." Yet *The Times* admits that these suggestions hardly go to the root of the difficulty. The New York *Journal of Commerce* calls attention to an optional plan for compensation for injuries which was passed at the same session with the Wainwright Act; this, perhaps, might be modified so as "to meet all just requirements without infringing upon the constitutional rights of employers."

The New York *Sun* thinks the "highest court in the greatest State in the Union" deserves high praise for its action "in declaring unconstitutional and void a statute which imposes upon the employer a liability when he has violated no law, has broken no contract, has omitted no legal duty, and has been guilty of no wrong." The Boston *Advertiser*, too, waxes enthusiastic:

> "The too prevalent assumption that legislation is superior to all restraining force in the fundamental law is dangerous not only to law, but, in the end, to human welfare. If such legislation were allowed to pass unchallenged, in time not merely 'commendable impulses of benevolence or charity' but positively injurious and inhumane laws would be finding their way on the statute-books. The halt is called, and it is time. . . . . .
>
> "Two things are accomplished by the Court of Appeals' decision. The way is cleared for a fair and effective compensation law, in any State. And the theory that a legislature can properly assume that the conduct of business is a crime and that penalties are to be visited upon men simply because they are employers, is killed."

SIZING UP NEW YORK'S NEW SENATOR

THE LONG deadlock at Albany has at last ended in the election of a subscriber of THE LITERARY DIGEST to represent New York State in the United States Senate. The daily papers, however, do not seem to dwell upon this feature of Judge O'Gorman's career as much as upon his political affiliations. Altho the struggle between Boss Murphy and certain "progressive" Democrats results in the election of a former Grand Sachem of Tammany Hall, there is a difference of editorial opinion as to which side has won the victory. The Tammany *Telegraph* exults that the new Senator is a "dyed-in-the-wool Tammany Hall Democrat" and gives all the credit to "Mr. Murphy and his veterans." *The Times* (Ind. Dem.) shares this opinion, but omits the exultation, declaring that the Tammany Boss "has won his fight, he has established himself securely as the dictator of Democratic policies in the State, and by their weakness and surrender the insurgents have permitted him to entrench himself in an impregnable position in the City of New York." In spite of his irreproachable personal record, it argues, James A. O'Gorman is "Murphy's Senator," and the victory of the Boss is "complete at every point." "Few here except the insurgents," says the Albany correspondent of *The Tribune* (Rep.), "can see anything in the result other than a complete victory for Tammany Hall and the ratification of Murphy's long-disputed claims to State leadership." "He is not Murphy's first choice, nor his second choice, and perhaps not his third choice," remarks the same paper editorially, "but he is Murphy's choice," and that means "Murphy in the Governor's chair, Murphy in the legislature, and Murphy in Washington."

On the other hand, *The Press* (Rep.) hails the result as "in a sense an insurgent victory and a Murphy defeat" because the Boss "was forced to consent to the selection of one of the best men in Tammany Hall, according to all accounts, rather than one of the worst." The same paper goes on to say that "it now remains to be seen whether the best talent Tammany Hall can yield under compulsion is good enough to put the New York Democracy in line with the Progressive movement commanded by leaders with the common object of a Republican Robert Marion La Follette and a Democratic Woodrow Wilson." The insurgent minority of Democrats in the legislature, who fought the choice of Sheehan for many weeks and finally acquiesced in the election of Judge O'Gorman, has shown, remarks *The Herald* (Ind.), that "while it can not elect, it can exercise a veto power." *The World* (Dem.), which also opposed Sheehan, accepts Senator O'Gorman as "a satisfactory compromise," and declares that he was elected "not by grace of Charles F. Murphy, not by grace of Tammany Hall, not by grace of Wall Street, but by grace of the independent Democracy of New York." This "independent Democracy," according to *The World*, compelled Murphy to abandon Sheehan and Cohalan and to choose one of the ablest judges on the Supreme Bench, "the kind of candidate that the Boss would never have assented to in any other circumstances." "If all Tammany men were like O'Gorman, there would be no objection to Tammany," says *The American* (Ind.), which knows of no "political activity whatever on the part of the new Senator while a Justice of the Supreme Court."

NEW YORK'S NEW SENATOR.

"If all Tammany men were like O'Gorman," says the New York *American*, "there would be no objection to Tammany."

If a Democratic President is elected in 1912 O'Gorman will be entitled to handle all the immense Federal patronage in New York State, and his critics think that Tammany Hall will have something to say in this distribution. The result may be to fasten the grip of Tammany upon the entire State and make it normally Democratic instead of being as formerly normally Republican.

Since his election the new Senator has given to the press the following progressive declaration of principles:

> "I am in thorough accord with the principles enunciated in the platforms of the last Democratic National and State conventions.
>
> "The need for an immediate downward revision of the tariff is urgent, and further delay in the accomplishment of this much needed reform will not be tolerated by the American people.
>
> "I am opposed to all special privileges and private monopoly, to the new nationalism and the centralizing tendencies of the Republican party.
>
> "I favor rigid economy in governmental expenditures and the passage of a constitutional amendment providing for an income tax free from mischievous interference with the governmental instrumentalities of the several States.
>
> "I shall earnestly support the proposed reciprocity treaty with Canada.
>
> "I am in favor of the parcels post.
>
> "I have a very strong conviction as to the duty of the Government to fortify the Panama Canal.
>
> "The Democratic party in National and State conventions has declared in favor of the election of United States Senators by the people, and I unreservedly subscribe to that principle."

According to an Albany correspondent of the New York *Sun* (Ind.), Senator Roosevelt, leader of the insurgent Democrats in their opposition to Murphy's other candidates, declares himself "very glad of the election of Justice O'Gorman," to whom he pays the following tribute:

> "A jurist of the highest attainments, a judge indorsed alike by Republicans and Democrats, he will, I feel sure, at once enter the front ranks in the national councils."

In the same paper Francis Lynde Stetson, another independent Democrat, is quoted as saying that "Justice O'Gorman's election will tend to unite the party," and adding:

> "In my letter to *The Sun* on February 7 I indicated him as one I should be glad to support for the office, and I suggested him to the insurgents, but it was deemed best not to present his name lest it should be rejected by the majority. . . . .
>
> "As has been often stated, the insurgents have always recognized the right of the majority to indicate the candidate, reserving to themselves the right to vote on any satisfactory name. Accordingly this afternoon many of the insurgents remained out of the caucus, but by their votes in the joint session unanimously approved the nominee of the caucus, which was held after a full and free conference of all the Democrats."

Judge O'Gorman's many good qualities as a man, a lawyer, and a judge, do not dim the fact that he is an out-and-out Tammany man and a friend of Murphy's, to the eye of the New York *Evening Post*. This paper, however, praises the insurgents for their success in saving the State and their party from Sheehan. But "say what we will," it adds, "about what has been escaped, what we have still to face is appalling enough":

> "Murphy's strength, even when clipt and crippled, is the startling and terrible thing. . . . If such a leadership as his is now known to be is not challenged and broken, then there is no limit to the outrages and insults which honest Democrats will endure."

TOPICS IN BRIEF

THERE are some records at Albany that no fire can wipe out.—*New York World.*

A CHICAGO judge has sentenced a bad boy to the navy. Now the navy may be expected to sentence its refractory sailors to Chicago.—*Cleveland Leader.*

INSTEAD of merely exchanging professors, recent developments suggest the occasional advisability of giving them away outright.—*New York Evening Post.*

NEW members of Congress are warned that the old-time method of securing popularity by distributing garden seeds is no longer considered reliable.—*Washington Star.*

EARNINGS of the telephone discredit the theory that silence is golden.—*Wall Street Journal.*

THE trouble with Diaz's cabinets is the same as with Madame Palladino's; there's not enough light inside.—*New York Evening Post.*

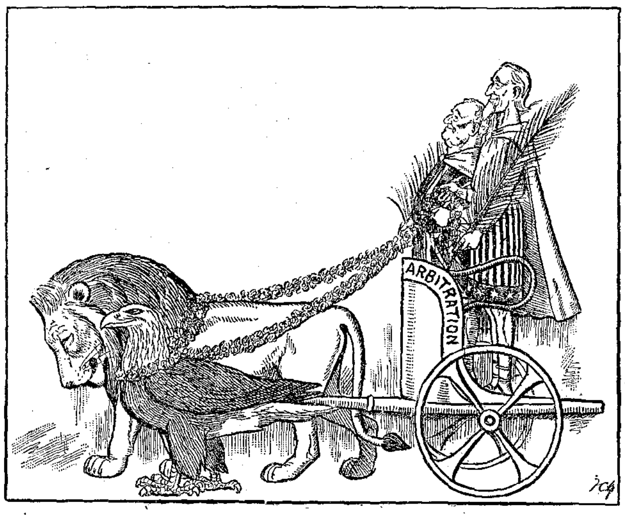
HAS anybody paused to consider that the mobilization of Congress is likely to prove more serious than that which has taken place on the Mexican frontier?—*Cleveland Leader.*

SPRINGTIME turns one's thoughts to gardening. Any one desiring a small garden centrally located may buy Madison Square Garden, New York, for $3,500,000.—*Richmond Journal.*

FOREIGN COMMENT

VOICES AGAINST THE PEACE TREATY

WHILE MOST of the organs of political thought in Great Britain heartily favor the new idea of unlimited arbitration with America, it must not be supposed that everything is harmonious. Some British papers have always had an anti-American bias, and do not relish the idea of yoking up with our upstart Republic in this almost matrimonial manner, and others, who think England can dominate all creation, do not want to tie up their fists by signing an agreement to keep the peace. Then, too, there is the question of armaments. Without armaments to back it up, arbitration means nothing, say some, while others reply that huge armaments and arbitration are irreconcilable. Yet the fact remains that the friends of the plan greatly outnumber its foes. There is some Irish opposition, notes the London *Times*, but the new pact is bound to come, now or a little later. The United States is "the one Power," declares the London *Spectator*, "with which we could enter into an arbitration treaty with perfect confidence." The London *Daily Mail* and *Morning Chronicle* and the Manchester *Guardian* also join in this indorsement, and *Reynolds's Newspaper*, the workingman's organ, declares it has advocated this principle "in season and out of season." And in Vienna these sentiments find an echo in the *Neue Freie Presse*, which sends its best wishes for the new treaty and says that as "the maelstrom of universal naval armaments" has now "drawn in, against its will, the Austro-Hungarian monarchy," which feels "the heavy financial burden," so it will "gladly assist the British Foreign Minister in finding a means of restricting armaments."



A SUGGESTION FOR THE FUTURE.
—*The Westminster Gazette* (London).

The most violent opposition to the American initiative is to be found in the London *Outlook*, which claims to be Imperialist, and thinks that "Mr. Taft has chosen an inopportune time for his peace proposals when American troops are being massed on the Mexican border"; in fact, we are told, the United States is not sincere in the matter, but the President still relies on "the mailed fist." Moreover:

> "His advocacy of arbitration tribunals for dealing with international differences is one of those sentimental utterances which few practical minds are able to take seriously. . . . An understanding between the two great Anglo-Saxon nations would be welcomed if there could be any real assurance that the conditions would be adhered to, no matter what the provocation might be. We fail, however, to see in the present situation any guaranty of American good faith."

Such a treaty, the Conservative and usually anti-American *Saturday Review* thinks, would make a permanent repetition of the long list "of arbitral settlements which make up the history of Anglo-American relations for more than a generaion" and were not "arbitrations at all." Speaking of the last one, this writer savagely remarks:

> "As a general rule the United States do not find it necessary to pack the tribunal. They submit their claims, they show that Britain has never protested against them with real energy, and, of course, they get a verdict. If necessary, however, the Yankees will draw the ace from their sleeve as Mr. Roosevelt did in his nominations to the Alaska Boundary Tribunal. It is this arrangement which a general arbitration treaty would stereotype."

SIR EDWARD GREY,

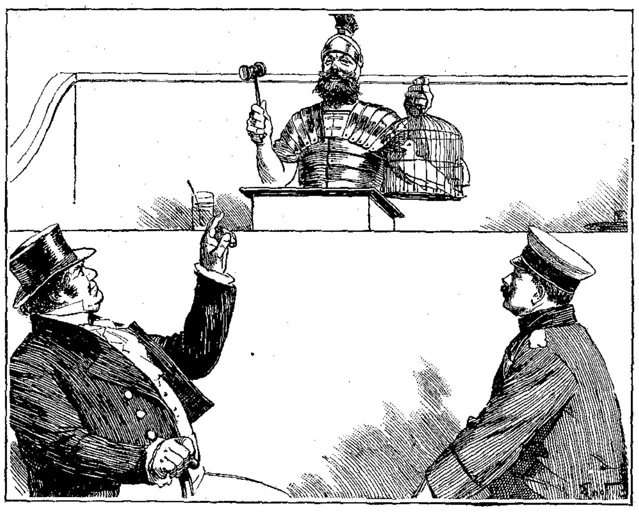
Who introduced President Taft's idea of unlimited arbitration into Parliament, and called it "a step in advance more momentous than any one thing that any statesman in his position has ventured to say before."

Looking at the matter from another standpoint, the Conservative and aristocratic *Morning Post* (London) remarks:

> "Such a treaty as Mr. Taft proposes would involve not only the sacrifice of our national pride but the sacrifice of our sovereignty as well."

The Paris *Temps*, similarly, does not think that "the time is near when England will surrender the protection of her national honor to an international tribunal."

The German press scoff at Mr. Taft's proposal. It is "a peace dish" of which "Germany is to obtain a nicely flavored portion"—but in reality this proposed confederation "is a gigantic scheme aimed principally at Germany." Such is the opinion exprest by the *Taegliche Rundschau* (Berlin), a



NOT IN GREAT DEMAND.

MARS—"How much am I offered for the dove of peace?"
JOHN BULL—"£50,000,000!"
MARS—"Are you all done, gentlemen?"
KAISER—"I can't use it in my business."
MARS—"Sold to John Bull for £50,000,000."

—*Amsterdammer.*

Pan-Germanist and anti-British organ. According to the *Koelnische Zeitung,* the proposal is "monstrous" as directed against the "Fatherland," and the Liberal *Vossische Zeitung* (Berlin) thinks that the President is playing to the Canadian gallery with a view to influencing the fate of the reciprocity treaty. If England favors one treaty, why should not Canada favor another? But this paper concludes in a cold and non-committal remark:

> "No matter. All that tends to establish universal peace, without injuring the national life and progress of another people, should be hailed with deep joy, and this, not in a personal sense, but in the name of civilization and humanity—but whether the institution of a 'peace policy,' such as the English press conceive it to-day, will further this end is more than doubtful. Things must be left to develop themselves, and time is needed for that."—*Translations made for* THE LITERARY DIGEST.

GUESSES AT OUR MEXICAN RIDDLE

THE ENGLISH papers do not editorially comment on the mobilization of American troops in Texas, as they politely accept the declaration of the Washington Government that sham and not real battles are to be the order of the day, and that no armed intervention is intended. The Mexican paper *Imparcial,* like other still existing organs of that Republic, which all seem to be in harmony with the Mexican President, declares that no interference on the part of the United States is feared in Mexico, a statement which does but echo that made by Mr. Limantour, Mexican Minister of Finance. But the *Koelnische Zeitung,* supposed to be inspired by the German Chancellor, has strange things to reveal. President Taft, we are told, is reported, whether rightly or wrongly, to have dispatched the army as a safeguard against the Japanese, who are reenforcing the Mexican Army. This semi-official organ tells us editorially:

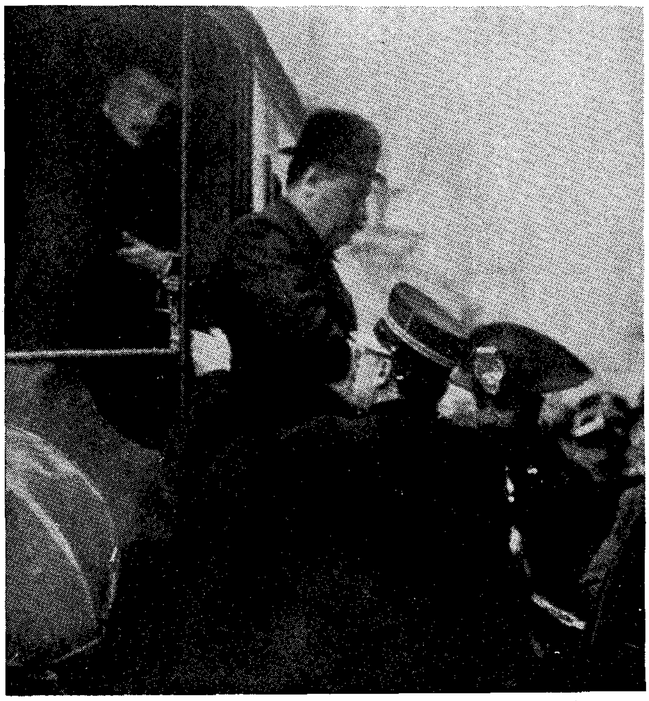
> "Quite recently Dr. Cavacristi, who is the representative of the insurrectos in the United States, declared that in return for certain concessions Japan would send to Mexico 15,000 Japanese veterans to be landed as field laborers. These 15,000 men were to be enlisted subsequently as soldiers in the army of Diaz who could not obtain any more men from the people. This would be a threat against the United States. Whether such a thing is true or probable, it is unnecessary to ask. Anything, however, which would make the United States angry with Mexico would be to the advantage of the insurrectos. The question is also raised whether the insurrectos are receiving help from Japan or are being financed by citizens of the United States. People need not puzzle their brains over such problems, for in a short time, to-day or to-morrow, there will be some interesting disclosures, when the real truth will be learned."

The "real truth" and "the interesting disclosures" the *Vorwaerts* (Berlin) professes to give to its readers. The theory of this organ of Socialism is that war is a game and a gamble played by capitalists, with the proletariat as their dice and pawns, and money the stake they set out to win. This paper therefore declares:

> "The more reasons the Washington Government has for keeping on good terms with the existing Government in Mexico the more reasons it has for mobilizing the Army.
>
> "Porfirio Diaz, the servile creature of the trusts, the bloody oppressor and suppressor of many strikes and uprisings, is very near the end of his ruffianly career. This Indian half-breed has persecuted his political opponents with barbarity, has imprisoned people for holding public assemblies, has deprived Mexicans of personal and political liberty, and has robbed those who differed from him politically of the safety and right of life. . . . The people have borne the yoke with a snarl. Often and often the flame of rebellion has burst forth—Diaz has stamped it out. But the Acheron of the proletariat has foamed and roared louder within the last two years. At the present moment the downtrodden people draw themselves up in a phalanx and show themselves ready and willing for a deadly struggle. The American capitalists are alarmed for their protector and agent. The end of his glorious reign would imperil their interests, victory for the revolution would forever annihilate their privileges. Hence the mobilization of the troops.
>
> "It depends upon the strength or weakness of the revolutionary movement in Mexico, it depends upon the success or non-success of this movement whether the Washington Government will act as she did in Cuba and send her destroying and murdering soldiers across the frontier, for the safeguarding of the 'interests of civilization' and 'in the name of humanity,' thus changing the relations of Mexico and America so that the former henceforth may be a tributary of the American trusts."—*Translations made for* THE LITERARY DIGEST.

CRUSHING THE CAMORRA

PETROSINO, the American-Italian detective, murdered while on duty in Italy, was acknowledgedly the victim of the Camorra. And now these Camorrists, who have been styled in Italy "the Jesuits of Satan"—so strict has been their discipline and their devotion to their order—are happily threatened with suppression. They have been the bravos, the banditti, the white-slavers, the burglars, and general assassins of Italy for centuries. Yet with all the suppression of religious orders in France, Spain, and Portugal, why has there been no suppression of this band of irreligionists and enemies of mankind? Because, answers the *Liberté* (Paris), they are as legally constituted as a mutual benefit society. The irony of this condition of things is accounted for in the following words:



THE CHIEF OF THE CAMORRA.

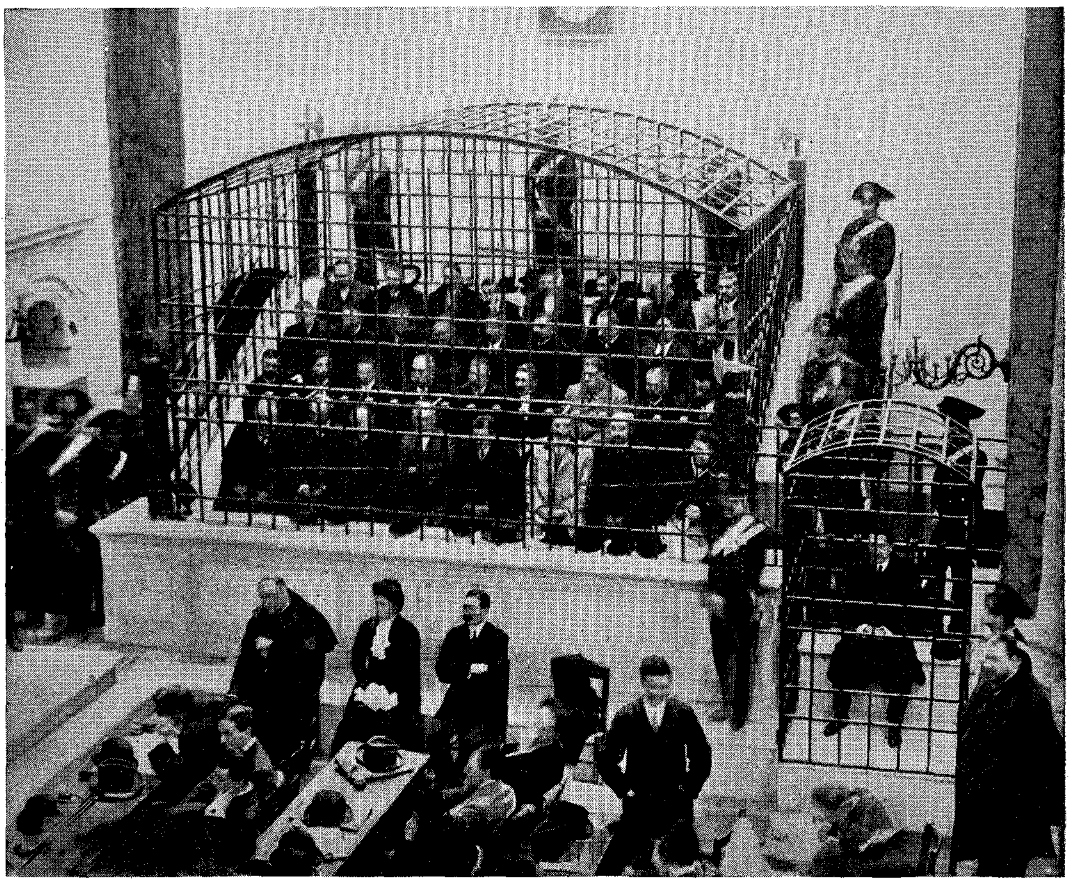
Enrico Alfano, or "Erricone," being conducted by gendarmes from the "black maria" to the court-room at Viterbo.

> "The law does not allow of their being suppressed or broken up. The Camorra is constituted for objects perfectly legitimate. This association of wretches has statutes worthy of a society of mutual succor and protection, where everything is based upon honor and devotion to leaders and comrades. Its objects are ostensibly the help and protection of the weak, the defense of the opprest. Unless the law should expressly order the dissolution of 'this beautiful society of reform,' it can not be prosecuted by law as a corporation, only its individual members may be arraigned for their misdeeds. This is not always easy, as the solidarity of the members of the fraternity is absolute.
>
> "Personally the Camorrists are particularly disgusting in character—*souteneurs* of all degrees and classes, procurers, cheats in foul gambling-houses, swindlers, and thieves."

The occasion of the present trial of certain Camorrists at Viterbo, a city northeast of Rome, is detailed by *The Daily*

Mail (London). This paper says that the Camorra is "associated with the notorious Black Hand of New York," and proceeds:

> "The crime which has led to the present trial was committed in June, 1906, and had its origin in a dispute at a theater, in which a man named Gennaro Cuocolo boxed the ears of the acknowledged leader of the Camorra, Errico Alfano, known as Erricone. A few days later the body of a very corpulent man was found near Torre del Greco, upon the slopes of Vesuvius. It was that of Cuocolo. The same night a woman called 'The Beautiful Sorrentina' was murdered in Naples. She was Cuocolo's wife.
>
> "Inquiries showed that Cuocolo himself was one of the chiefs of the Camorra, and that he and his wife supplied information for the use of the gangs of thieves who worked under the Camorra's orders. The motive of their murder was, it is alleged, personal revenge.
>
> "Erricone fled to New York, and was followed and brought back by the detective Petrosino. Petrosino was shortly afterward shot dead in the Sicilian town of Palermo. After four and a half years of patient work, the police and carabineers paralyzed the Camorra and had in their hands forty-one of its alleged leaders. Five have died in prison, been released, or escaped, and the other thirty-six are now on trial. Seven hundred witnesses will be called during the case, which is expected to last at least a year."



Copyright, 1911, by Brown Bros.

THE CAMORRA TRIAL.

The leaders of the Camorrists at the bar in their cage. They are thirty-six in number. In a smaller cage to the right of the reader is Abbatemaggio, the Camorrist informer. The priest Vitozzi is seen in front of the stage, a prisoner, charged with being in the pay of the Camorra.

A prominent figure of the trial is naturally Abbatemaggio, the informer, who is one of the few Camorrists who have been known to betray their confederates. Of him the Catholic paper *Croix* (Paris) says:

> "Since the Camorra has existed, and it has existed for centuries, there have been several traitors in it, who paid for their treachery with their lives. . . . All the relations of a traitor are wiped out, father, mother, sisters, children, etc., even to the ninth generation.
>
> "Abbatemaggio may not be able to prove anything. He was not even a witness of the murder of Cuocolo and his wife. Abbatemaggio is quite capable of having committed the crime himself. He alone had any motive for vengeance against Cuocolo. The Camorra had no motive for ridding themselves of the couple."

While the jailed Camorrists were awaiting their trial, continues the *Croix*, they sang "popular Neapolitan songs," and those listening in the street accompanied them on mandolins and guitars. Occasionally a pure contralto soared above the other voices. It was that of Maria Stendardo, receiver of stolen goods, the only woman compromised in the indictment. In our illustration she sits between the priest Vitozzi and her counsel.

The Daily Mail credits the carabineers, or mobilized police of Italy, with having "in these last years brought crime in Naples down to the normal level. If the thirty or forty prisoners now on trial are real Camorra chiefs, and if they are convicted, the Camorra may have celebrated its last carnival of lawlessness."—*Translations made for* THE LITERARY DIGEST.

EFFORTS FOR MANUEL'S RESTORATION

IS THE deposed King of Portugal to strike a blow such as Charles Stuart struck for the recovery of his throne, whether he succeeds or not? Is he, like Alfonso XII. of Spain, to come back to a kingdom made more monarchical in sentiment than ever by the experiences of a short-lived Republic? Or is he to live out his days like Napoleon III., a helpless and disappointed exile? These questions are agitating Europe and many people are building up, on the faults and blunders of the provisional government, a theory of Manuel's early restoration to his ancestral place. But apart from all theories, rumors, and surmises, there are many signs of disaster for Braga's Government and of hope for the Monarchists.

That a powerful movement is at this present moment on foot for restoring Manuel to the throne of Portugal is no longer a rumor but a fact. "Hope beats strong in the hearts of the Royalists that even before the end of the present year," says *The Pall Mall Gazette* (London), "his Majesty may come into his own again." A leading member of the Monarchical party now in England speaks diplomatically of these hopes in an interview with a representative of *The Pall Mall Gazette*. He says:

> "You must not believe the report from Lisbon that speaks of a conspiracy that would overthrow the Republic by assassinating members of the Government.
>
> "That is wrong. There is no intention of that sort. We hope, it is true, to see King Manuel again on the throne. But he will not step to it through assassinations.
>
> "That there is a great deal of uncertainty as well as hope with regard to the future is indicated very clearly by the terms on which the noble families who have left Portugal since the establishment of the Republican Government are living, both here and in France.
>
> "No long leases of houses have been acquired; provision has been specially made by which they can give them up at a few

months' notice; and they have been furnished simply, for the bare needs of the moment rather than with any idea of a lengthened stay."

The spirit of monarchical restoration is in the air of Portugal, and the Republic is tottering on its throne, says the Paris *Revue Diplomatique* and "its position is distressing." This calm and impartial organ continues:

"Alarming reports are constantly being circulated about the troubles that have broken out in the North, and over which the Government would fain draw down the curtain. These troubles, however, are not to be disguised, in despite of silence on the one hand and exaggeration on the other. The situation is critical. Even the organ of the Minister of Justice (Mr. Affonso Costa) announces that the police have discovered a conspiracy to overturn the Republic and to restore the Monarchy by reestablishing King Manuel upon the throne."

PLAYING A WAITING GAME.

Ex-King Manuel of Portugal whiling away the hours of his expatriation by playing golf on the links at Richmond, and hoping for a return to Lisbon.

This Minister of Justice recently visited Oporto to strengthen Republican sentiment there, and when he came back he wrote a glowing account of his success for his paper. But the London *Outlook* reports that it was anything but a success:

"As a matter of fact it went very near to being a tragedy which would inevitably have been followed by a series of tragedies. . . . A leaflet advising the people to kill Affonso Costa 'as the King, Dom Carlos, was killed' was sold in the streets of Oporto until the police seized it. The attitude of the people living in the vicinity of Oporto was so antirepublican that, fearing a collision, there was a great exodus from the city, while many people sent away their jewels and valuables. The Municipal Guard refused to remove the portrait of King Manuel from their barracks, and the Republicans wisely refrained from pressing them. Even during the height of the Republican celebrations many shops continued to display portraits of the King.

"Affonso Costa is very dissatisfied with his trip to the North, for tho he tried to conciliate the Catholic element by visiting the Little Sisters of the Poor, there was no enthusiasm for him anywhere, and if he had visited the town of Braga he would probably have been murdered. Meanwhile Pinheiro Torres [a prominent Republican] had a similar narrow escape from assassination at Coimbra, and it is unfortunately only too probable that the coming election campaign will be stained with blood."

Besides this, the ministers of the new Republic are divided among themselves, like the members of *Mr. Vincent Crummles'* company when *Nicholas Nickleby* made his appearance among them. They are whining under the fear "that the Royalist press has made them lose prestige in England!" says the paper quoted above. Among other symptoms of instability is the fact that no extracts from English papers criticizing the Republic are at present allowed to appear in Lisbon organs. The combats between the *Eatanswill Gazette* and its rivals are reproduced in the various organs of the Republican ministers, for—

"In the columns of his organ, the *Mundo*, the Minister of Justice conducts a campaign against another Minister, Senhor José d'Almeida, who replies in the *Republica*, and who is assisted by Machadodos Santos in the *Intransigente*."

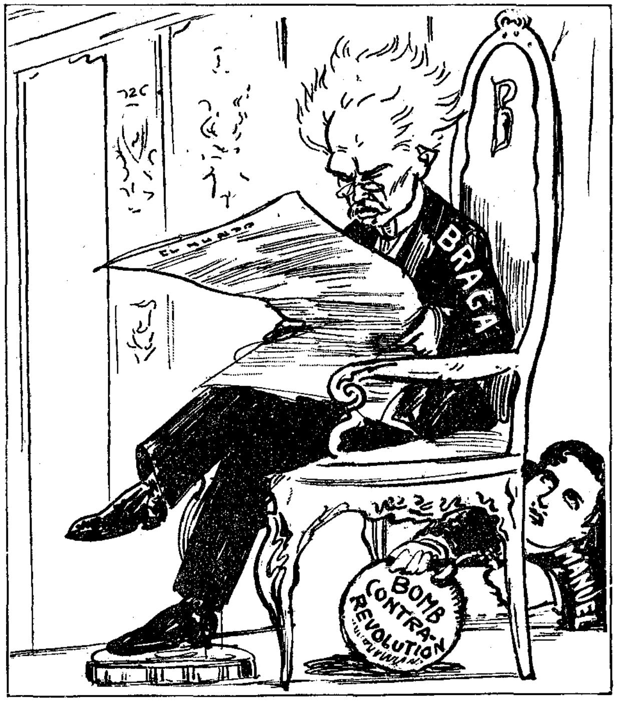
It looks like veritable comic opera. As Mr. Gomer Santos, the Monarchist writer in *O Povo de Aveiro*, —*The People* (Aveiro) says:

"Like popular comedians who dispute for the favors of the public, the Cabinet Ministers are competing for popularity. They are running all over the country, one after another, on a greedy hunt for cheers and applause. All sorts of little cliques are formed by this species of *réclame*. Each province, each district, each street has its own particular fetish, its own vulgar idol. And in the midst of this desperate struggle of shabby interests and ridiculous ambitions, who troubles himself seriously about the interests of Portugal?"

LEADER OF THE ROYALISTS.

The Marquis de Soveral, a Portuguese grandee, who is sharing his sovereign's exile in England, where he and his confederates plot a restoration.

The *Vossische Zeitung* (Berlin) remarks that Portugal is the country where the unexpected always happens, and the vigorous policy of the Republican leaders, instead of being a sign of strength, may show desperation. Anything may happen, and "one night may entirely change the political horizon."
—*Translation made for* THE LITERARY DIGEST.



BRAGA'S TURN.

—*Fischietto* (Turin).

SCIENCE AND INVENTION

PHYSIOLOGY OF AVIATION

EVERY NEW device, method, or machine for altering the relations between man and his surroundings reacts in some way on man himself, and these effects always present an interesting subject for the physiologist. The way in which a man is affected by riding a bicycle or running a motor-car or operating a steam hammer—these and hundreds of other similar phenomena have been studied and recorded. The effects of aviation have not been so closely investigated. One of the first thorough inquiries is that of an Italian, Professor Nieddu-Semidei, whose object was to furnish standards for the examination of would-be aviators. Says *Cosmos* (Paris, March 4) in a note descriptive of his results:

> " Among the pilots of dirigibles and aeroplanes, the Professor says, there should exist a perfect functional activity of the organs of respiration and circulation, as well as of the nerve-centers. This activity is, in fact, subjected, in ascensions of great and even average altitude, to intense strain and to numerous perturbing causes, as has been recently stated in regard to certain accidents to aviators.
>
> " Sight has of course capital importance for them, for the recognition of roads and signs; they should have excellent visual power both for white and for colors.
>
> " In regard to the ear, the pilots should have perfect soundness and aptitude in the functioning of the labyrinth of the internal ear, and particularly of the three semicircular canals disposed in three perpendicular planes, which are the organs of equilibrium; the sense of dynamic equilibrium is also rendered more delicate by practise. . . . A correct sense of direction is necessary, to guide the apparatus in full flight or to avoid obstacles, especially when starting or alighting.
>
> " In the case of an aspiring aviator who, in the course of his first attempts, had manifested errors and illusions of direction . . . examination of his ears revealed to the author remains of a purulent inflammation of the middle ear, with decrease of hearing and functional trouble of the semicircular canals. When told to walk in a straight line with his eyes shut, he always turned toward the right. This deviation was still more manifest when he tried to walk in a circle, the circle enlarging at each turn if the path were in one direction and becoming smaller if it were in the other. This observation led the author to devise the 'circle test' in functional examination of the semicircular canals in persons desiring to become aviators.
>
> " The hearing should be normal, since upon it falls, for example, the duty of watching the working of the motor.
>
> " The normal state of the tympanic chamber and of the middle ear, the free play of the chain of bones, the permeability of the upper air-passages and of the Eustachian tubes, are indispensable conditions of the defense of the anatomic and functional integrity of the ear against effects due to the variation of air-pressure in ascent and descent and to meteorologic agents."

There are some physicians, however, who, instead of dwelling on the aviator's need of being in perfect condition before he attempts his aerial flights, look to aviation as a possible means of bringing health to those who have it not. For instance, an English physician, quoted in *Good Health* (Battle Creek, Mich., March), suggests that the aeroplane offers great possibilities in the treatment of disease. He says:

> " Here is a new physical agent which, without exacting muscular action, stimulates the heart functions and modifies the rhythm of respiration by reason of the rarefication of the atmosphere.
>
> " People with nervous or cardiac affections might well take to this passive species of gymnastics. Better still, sick persons can find in an aeroplane flight perfect sunshine, pure air, and exhilarating calmness which even Egypt and Riviera can not afford.
>
> " The light at great elevations has peculiar qualities. It is richer in ultraviolet rays than at the sea-level. Ultraviolet rays have an intense antibacterial effect in the coolness of the upper air mains."

PATENTING FREE INVENTIONS

IF A GENEROUS donor should present a library building to his native town, and a stranger should subsequently attempt to turn out the librarian, sell the books, and occupy the structure as a select boarding-house, he might be thought to have exceeded his rights in the matter. Proceedings of this sort, however, are by no means uncommon in the case of other valuable property donated to the public, we are told editorially by *The Engineering Record* (New York). Inventors who choose to give their inventions to the public sometimes find that unscrupulous persons have appropriated and patented them, and there seems to be some difficulty in preventing this. In other words, we have here a defect in our patent system, which apparently does not contemplate the possibility that any one should desire to do anything with an invention except to derive personal profit from it. We read:

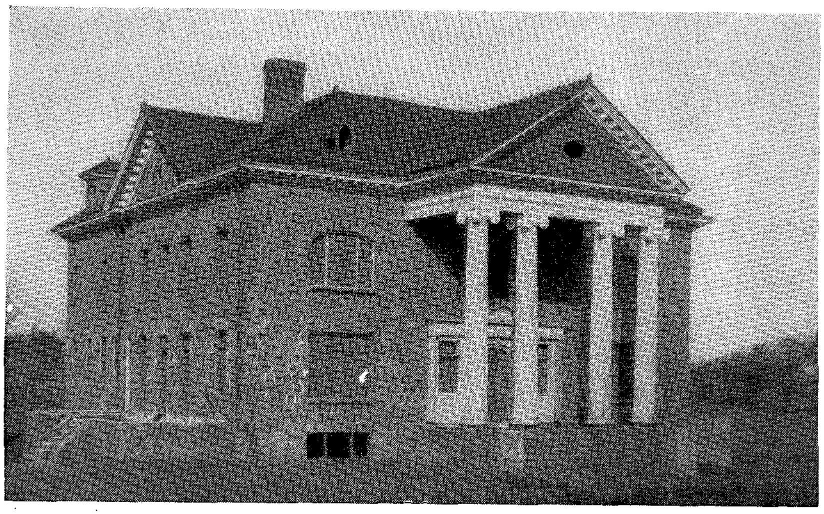
> " The theory of the patent law is that in return for giving an inventor absolute control of his process or apparatus for a certain period of years, he will make public complete information concerning it, so that at the expiration of the term of the patent the world at large may profit from his invention. This is essentially a type of contract between the United States Government and the individual, by which the Government gains for the people the use of many inventions and the inventors gain protection for a sufficient period to make it possible to profit from the work they have done.
>
> " For reasons which it is unnecessary to discuss here there is a strong feeling among many scientists and engineers against patenting apparatus which can not be manufactured in commercial quantities or processes which can not be utilized industrially. It is held that inventions relating to things affecting the health of communities or the practise of the scientific professions should be absolutely free. Those holding this opinion have either taken out patents on their inventions and dedicated these patents to the public by legal means, or else they have published complete descriptions of the principles governing their inventions and of the inventions themselves, so that by means of this prior publication subsequent patenting of the same thing would be impossible. Unfortunately the work necessary in the examination of patent claims in order to carry out the full spirit of the law can not possibly be done with the appropriations made for it. Even for a thing so well known as the preparation of ordinary wet concrete, a patent was granted not long ago, a procedure so farcical that it is understood to have received attention at a meeting of the Cabinet. The cause for granting such a patent is manifestly to be found in imperfections in the method of ascertaining prior practise in the art. When it comes to such a special subject as acoustics it is evident that any reference to most sources of information regarding the prior state of the art is likely to reveal nothing whatever."

A situation that has recently arisen in the Patent Office regarding a case of this kind is mentioned by *The Record*, which believes that it deserves wide attention. It says:

> " It is well known that Prof. Wallace C. Sabine, of the Graduate School of Engineering of Harvard University, has given freely to the world for many years the exceptionally valuable results of his investigations of methods of improving the acoustic properties of auditoriums. His work is one of the finest examples of the skilful adaptation to architectural problems of the principles of physics, and could have been carried out only by one having a thorough knowledge of the science of acoustics. Every step in the researches he made has been publicly recorded; the principles he used and the applications of them have both been made public for the express purpose of preventing any patenting of the art as he has developed it with great success. A young man whom he helped to apply these principles in a Pittsburg synagog has nevertheless applied for a patent on them, thus violating both professional ethics and ordinary courtesy, but also very nearly leading the Patent Office to make a blunder as bad in its way as the grant of the patent for wet concrete."

MISSING A CHANCE FOR A NEW ARCHITECTURE

Why should architects devise a new, artistic, and satisfactory building material and then try to make it resemble something else? The answer is given by Montgomery Schuyler in *Building Progress* (Pittsburg) in the words of Leopold Eidlitz, in his day one of America's foremost architects: "American architecture is the art of covering one thing with another thing to imitate a third thing, which, if genuine, would not be desirable." Unhappily, Mr. Schuyler says, this epigram continues to be at least as well founded as it was when it was made. In our domestic architecture, for instance, we have new and revolutionary methods of construction, but they have found no architectural expression. The buildings to which they are applied, in fact, are less expressive than the buildings they have already begun to supplant. Mr. Schuyler refers to the new methods of construction in concrete and terra cotta, which, owing to the increasing scarcity and dearness of timber, are now as cheap as highly inflammable construction. The margin of cost between combustible and fireproof construction is, he asserts, narrower to-day than it ever was before, except, perhaps, in the treeless wastes of Asia, or in Egypt. Instead, however, of taking advantage of our opportunity to create new architectural styles and effects, we are trying to hide these new constructional materials. Says Mr. Schuyler:

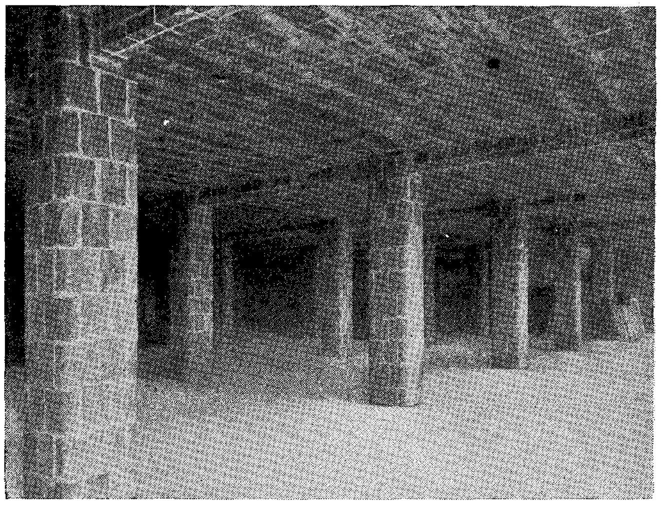


WHY NOT LEAVE THE HOUSE THIS WAY INSTEAD OF STUCCOING IT?

> "Whoever is old enough to remember the first real introduction of terra cotta into our building, which was only about thirty years ago, will also remember how the ingenuity of the manufacturers in producing the material outran the ingenuity of the architects in putting it to the most appropriate use. Almost all of them used it simply as a cheaper substitute for cut stone, ignoring the plasticity which made it capable of enrichment which could not be attained in cut stone except at a great and prohibitive cost, sometimes which could not be attained in cut stone at all. A great many architects, perhaps the majority, continue to this day to treat it in that unappreciative way. But a designer who really appreciates his material and designs for it, instead of merely executing his design in it as an inferior substitute, an architect who knows how to treat it idiomatically and does so treat it, gets his reward in the superior vitality and vividness of the result.
>
> "The new and to some extent rival materials for the construction of country houses are by no means upon a parity, architecturally. A house of concrete may be figured as a single piece, made in a single mold, which can take any shape compatible with the law of gravitation, but which owes whatever of an attractiveness it possesses to the shape of the mold. In this respect it is like the 'forms' of ice cream or what not that decorate our tables, and no more than a mold of jelly suggests what can properly be called 'structure.' The whole edifice is a 'casting.' A house of terra cotta, on the other hand, is as much a 'building,' a 'structure,' as much an assemblage of units as a building of bricks. Evidently the design applicable to one is inapplicable to the other. If each is treated according to its own nature, the results will differ very widely from one another. And yet, walk through any suburb of New York and observe the new houses. 'The house that is building,' as the old proverb has it, 'looks not like the house that is built.' While the new houses are building you can not make any mistake about what they are building 'of.' Yet as soon as they are finished you find yourself totally unable to tell whether the particular house you are inspecting is, under its equable and inexpressive coating, a house of concrete, of hollow tile, or a wooden frame covered with plaster instead of clapboards or shingles. All the various materials and modes of construction come to the same architectural conclusion. Which is, as Euclid says, 'absurd.'"

Mr. Schuyler proceeds to give instance after instance of buildings that would have looked much better, outside and inside, if the builder had been content to leave them as built, with their construction plainly visible, instead of covering them with a paste or veneer of some kind to make them look like something else. The illustrations show his meaning with force. We read:

> "In truth, the fondness of our architects for a smear of plaster, irrespective of what it hides, amounts to an obsession. . . . When I tackle my architectural friends, not necessarily those who have themselves worked in this material, as to why they do not 'do something' with it, instead of denying its existence in the finished product of it, their explanations are by no means convincing.



SKY-SCRAPER INTERIOR, AFTERWARD SPOILED BY PLASTERING.

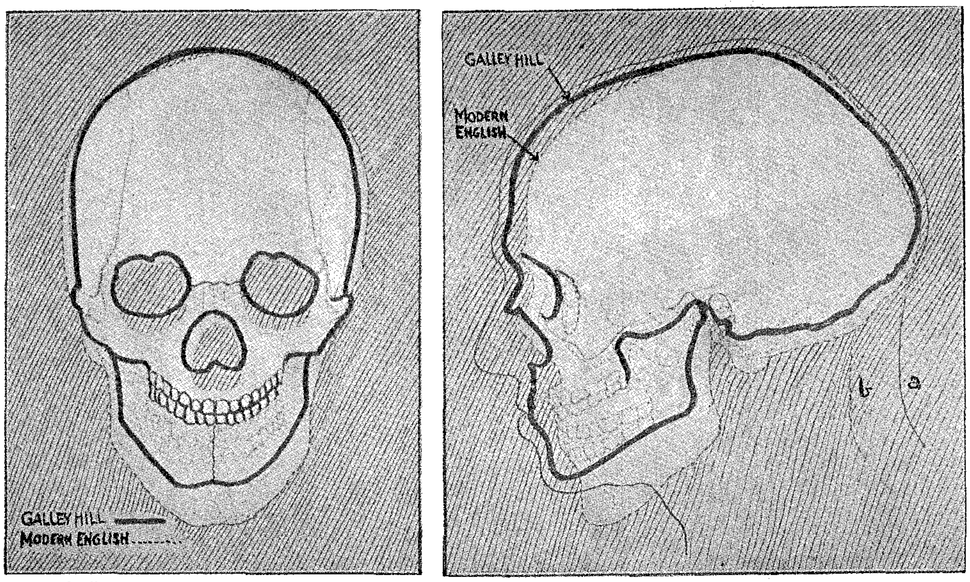
> "They tell me, in the first place, that the surface of the terra-cotta block is pervious to moisture. This is doubtless true and certainly unimportant. We all know that there is such a thing as 'mat glaze,' which may be a mere film, and will yet render the surface behind it impermeable. They tell me that the outer surface of the block is not deep enough to secure the joint against the working out of the moisture. Same comment. What hinders making that outer surface deep enough to secure the joint? They tell me that a square ashlar, 12 x 12, the prevailing shape and size, is an awkward shape. May it be suggested that 12 x 12 is the exact equivalent in area of 9 x 16, and that 8 x 16 is an excellent and convenient size and shape, allowing of quoining and bonding with no more inconvenience than is experienced in common brick work? One grows tired of hearing objections so manifestly frivolous and trifling. Let me stop them, once for all, by saying that I have the highest technical authority for saying that there is no insuperable technical objection to making 'ostensible' blocks of terra cotta. So that, as soon as the architect calls for a terra-cotta block that will do to show, the manufacturers will give it to him. In the mean while the 'insuperable' technical objections they raise against showing the

material and treating it were all anticipated and summed up in the Proverbs of Solomon: 'The slothful man saith, There is a lion in the way.' But what an awful pity it is, all the same! Only think what an 'instauration' we might have of domestic architecture if somebody who could afford it, imprest with the fireproof qualities and the artistic possibilities of the terra-cotta block, should be well enough advised to . . . make him a real house instead of squandering his money on the fashionable frivolities and futilities of the day. . . . . . .

"It is precisely because the expressive treatment of the construction would compel new forms and features that it offers 'a chance for a new architecture.' Only let the architects tackle the problem instead of shirking it, as we see them all doing. Some of them, it appears, go the length of facing a structure of burned clay in the form of hollow tile with a veneer of burned clay in the form of brick! The negation of architecture, the refusal of the opportunity for a new treatment offered by a new material, could no further go."

A BRITON OF 170,000 YEARS AGO

THAT THE present type of man—man showing the characteristics we know to-day, instead of those of his ape-like ancestors—is vastly older than has been hitherto supposed, is the lesson deduced from the so-called fossil man of Galley Hill, England, by Dr. Arthur Keith. The skull of this man, who must have lived, according to Dr. Keith, at least 170,000 years ago, is not essentially different from that of the modern Briton. There are none of the simian features about it that characterize some of the prehistoric skulls found on the European continent in recent years, or the celebrated Pithecanthropus discovered in Java. Dr. Keith, who is conservator of the museum at the Royal College of Surgeons, London, writes of it in *The Illustrated London News* (March 4). He first describes the discovery of the Galley Hill man in 1888. We read:



From "The Illustrated London News."

FRONT VIEW. SIDE VIEW.

HEAD OF THE EARLIEST KNOWN BRITON AND THAT OF A MODERN ENGLISHMAN.

The head of the former is shown in dark lines: the head of the latter in dotted lines.

"The fossil remains of the Galley Hill man were discovered by Mr. Robert Elliott, a printer in Camberwell and a zealous collector of everything which throws light on the prehistoric inhabitants in the South of England. On a day toward the end of September, 1888, he and his son Richard set out to visit certain gravel-pits which were being worked in the valley of the Thames, some miles above Gravesend. . . . The gravel is known to geologists as the high-level or 100-foot terrace, and is regarded by them, and with good reason, as an ancient bed of the Thames. In the gravel of the old, or paleolithic, form of flint implements are found; so are remains of the mammoth and of other animals which existed in England when the Glacial period was at an end. In those days, just as at the present time, the river engulfed, entombed, and in some cases preserved in its bed the many things which might be caught in its flood.

"On reaching the Galley Hill Pit, Mr. Elliott found Jack Allsop busily screening gravel and keeping a sharp eye for such things as archeologists value. Jack had something of particular interest for his visitors—namely, a human skull which he found in a sandy-clay layer of the gravel, indicating the bottom of a pool of the old river. The skull was eight feet from the surface of the gravel and two feet above the chalk—too deep to be accounted for by supposing it to be a burial. Fortunately, Mr. Matthew Hayes, now schoolmaster at Greenhithe, saw the skull when first exposed, before it was removed, and he noted that the overlying gravel was in its natural and undisturbed state. The skull was already uncovered and taken out, but the other bones of the skeleton were still embedded in the sandy clay, and were excavated by Mr. Elliott with great care—they were soft and very fragile. He also observed that the overlying gravel was just as the ancient Thames had laid it down. Further, the condition of the bones, certain primitive points in structure, and the fact that remains of a similar type of man have been found on several occasions in ancient strata on the Continent, convince one that the remains thus discovered by Mr. Elliott were those of a man who lived in England when the Thames, carrying probably a larger volume of water than it now does, flowed on land which was nearly 100 feet above its present level."

How long ago did this state of things obtain? No accurate estimate may be made, Professor Keith tells us. We know that the river has worn its valley down to its present level, and that since the 100-foot terrace was laid down the river has occupied a channel 40 feet below the present one, which it has filled up again. Altogether, the level of the Thames has been lowered or raised 170 feet and there is no reason to believe that these changes have not been uniform. Further:

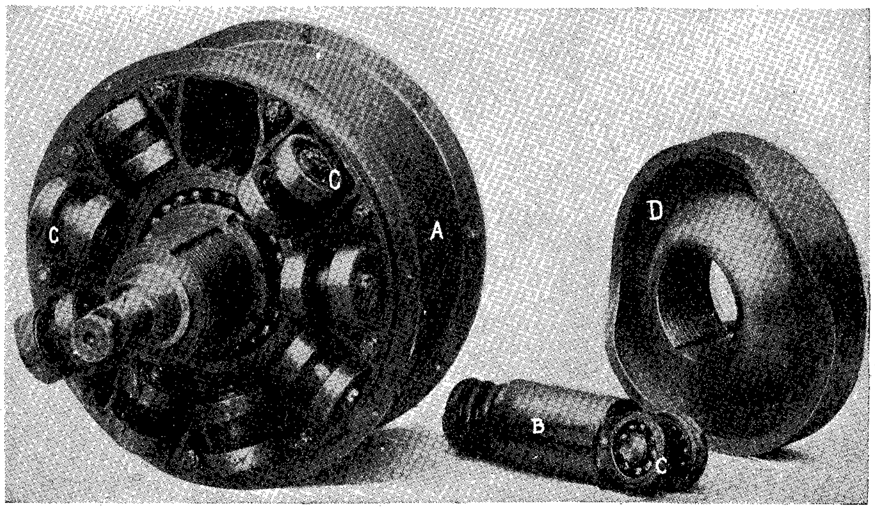
"We must judge of the past from what we know of the present, and on this basis the land movement is a slow one, for as far as can be now told, the level of the river has scarcely changed since the Roman period. If, then, a movement of a foot is allowed for each thousand years, one may with some safety assign at least a period of 170,000 years to the period which has elapsed since the high-level terrace was laid down at Galley Hill. Further research will probably show that the period is much longer, and that the land movement is much slower than is presumed here.

"Turning now to what can be told of this ancient Briton from a study of the remains, one is struck with the modernity of the type. It is true that there is probably not a single individual now in these islands that shows all the features of this man, for man he was. The extreme length and extreme narrowness of his head may be approached by some, his short stature—a little over five feet—by many, but few would show the curious features of his thigh-bone and the relative shortness of his leg-bones. Very few would be found to possess the same relative dimensions of teeth, but in many men an equally retreating chin and a corresponding form of forehead can be seen. His brain was somewhat below that of the average modern man in size, but bigger than is often found in highly intelligent people. The lesson that the Galley Hill discovery has brought home to anthropologists and archeologists is that the modern type of man—the man who has shed all traces of simian traits in face, feature, and body, is infinitely older than we have hitherto supposed. The history of man in England does not commence some 5,000 years ago with an invasion of Celt or of Saxon, but at a period of which 5,000 years is but a small fraction."

AN AUTOMATIC MOTOR-GEAR

INSTEAD of having only two or three "speeds," an automobile may now have an infinite number, and instead of requiring the chauffeur to change the gear at the proper spot or the proper moment, the motor will alter the gear automatically by the necessary amount exactly when it is needed. Devices to do the same thing are in use in this country. The French invention is described in *Cosmos* (Paris, February 25) by L. Fournier, in an article on some of the novelties displayed at the recent automobile exhibition in that city. Some of the other novelties include an automobile without a chassis, a hydraulic gearing, and a new and efficient form of air-compressor, but the automatic speed-changer is the most interesting of all. Writes Mr. Fournier:

"This is a device intended to replace the ordinary speed-changers; it transmits the motion of the motor axle to a receiving axle placed in the same line, in conditions such that the ratio of the speeds of rotation of the two organs varies automatically with the variation of resistance due to grade, condition of the road, load, etc. Again, under the excessive action of a too great resistance, the motor can neither be speeded up nor slowed.



TO END THE BOTHER OF CHANGING "SPEEDS."

Motorists who have been annoyed by the necessity of frequent changes from one speed to another will be interested in the above device to cure this particular phase of their troubles.

"This device includes a drum *A*, fixt on the motor axle; in this are placed pistons *B*, capable of sliding axially under the impulse of powerful springs resting at one end on the wall of the drum and at the other on the piston itself. These pistons terminate in washers *C*. On the receiving axle which engages with that of the drum, is screwed and keyed a plate *D* carrying a rolling track in the form of a raised rim bearing on the washers of the pistons. The position of the rim and at the same time the pressure of the springs is varied by screwing or unscrewing the plate. This pressure is thus regulated in proportion to the motive power. The resistant couple is thus connected with the motor couple by the intermediary of the rim and the springs.

"When the resistant couple is equal to or less than the motor couple, the drum, the plate, and the motor form a solid whole, all of whose parts turn at the same speed. But if the resistant couple becomes superior to the motor couple the washers leave successively the higher part of the rolling track and fall into the lower part of the same track, continuing to exert uninterruptedly impulsive efforts. The plate then turns less rapidly than the motor axle, and the less rapidly as the resistance is greater. The ratio of the transmission to the resistance thus varies proportionally to the latter and the equality between the motive power and that absorbed by the mechanism connected with the plate remains perfect.

"The speed of a car equipped with this device is thus regulated automatically, being dependent on the resistance to be overcome; to increase or diminish it, it suffices to act on that of the motor through the accelerator."—*Translation made for* THE LITERARY DIGEST.

SEEING STARS BY DAYLIGHT

WE USED to be told that the stars might be seen by any one in full daylight by going to the bottom of a deep well, the sides of the well acting to shut out the glare of the adjacent sky. This may be true, but as few persons habitually frequent well-bottoms, it is hard to prove it. Now we are told by Harold B. Curtis in *Popular Astronomy* (March) that the well is an unnecessary adjunct and that various celestial bodies may be seen in the open sky by daylight if their exact location is known to the observer. By ascertaining the precise spot to look and then looking there, a star otherwise invisible by day may be plainly seen, according to Mr. Curtis. Venus, in particular, is very easy to see, and to the amateur astronomer it is no unusual sight by day. Says Mr. Curtis:

"The difficulty is not that the glare of sunlight overpowers the brilliancy of this bright object, for it does not, but that it is hard to find the exact location in the sky. In other words, if you know just where to look, Venus most of the time is plainly visible at noonday. In fact, it was the very pronounced brilliancy of Venus in the clear day-time sky that led the writer to believe that objects less brilliant than Venus could also be seen in daylight, provided it was known just where to look.

"As the result of considerable care and patience in looking for the brighter heavenly bodies, the writer at some time or other has succeeded in seeing in daylight, that is, with the sun above the horizon, the following celestial objects: Jupiter, Mars, Sirius, Capella, Vega, and Arcturus.

"The circumstances under which Jupiter was seen in the daytime were not at all unusual. Two years ago last fall when Jupiter and Venus were both morning stars and near conjunction with each other, the relative position of the planets with regard to one another was carefully noted early in the morning about an hour and a half before sunrise. Later in the day, between eight and nine o'clock, with the sun about two hours high, Venus was easily found in the clear blue morning sky just above the roof of a building which shaded the sun from view. Exactly where Jupiter was supposed to be, surely enough it was, very faint in comparison, but no less certain, beside its much more conspicuous rival. On other occasions too Jupiter has been picked out of the blue of the evening sky a few minutes before sunset.

"It was in this way that Mars was seen during one of its late opposition periods, about ten minutes before sundown. A persistent search in its part of the sky in the southeast was all that was necessary in order to detect it in broad daylight.

"Sirius, the brightest of the fixt stars is, naturally, the easiest of its kind to see by daylight. With every early spring the writer amuses himself by picking the Dog Star out of the Southern sky on clear evenings just before sunset. A pair of good eyes needs only a fairly accurate knowledge of its location in order to find it.

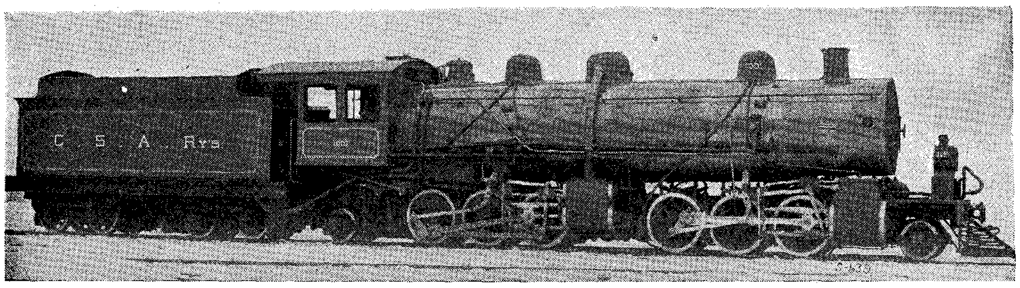
"The circumstances attending the seeing of the three others, Capella, Vega, and Arcturus, by daylight were by no means so casual. Vega was seen in the morning sky about five minutes after sunrise. The following simple scheme was resorted to. About half an hour before sunrise, Vega, still plainly visible, was sighted carefully over the topmost branch of a dead tree. It was early June, so Vega was, at this time of day, high in the western sky. As the daylight approached stronger with the consequent dimming of its brightness, the point of light was kept just above the twig. Before it finally faded from the view of recurrent glances, the sun was already five minutes above the horizon. Both Capella and Arcturus were seen in the evening sky by the adoption of the same sort of device. . . . . . .

"The ease with which these stars can be seen in the daytime by the normal unaided eye brings the writer to the opinion that, under favorable circumstances and with the exercise of a little care, other bright first-magnitude stars could be found."

AMERICAN LOCOMOTIVES ABROAD

DURING the year from June, 1907, to June, 1908, the number of locomotives exported by one large American locomotive company was four times the number exported during the year ending June, 1902. This, according to Joseph B. Baker, writing in *The American Exporter* (New York, March), serves to indicate the recent great rise of the American locomotive in favor abroad. Foreign countries, especially in Asia, Northern Europe, Egypt, and South America, have always used our rolling-stock to a great extent, but this use is now widely expanding. To the American locomotive, says Mr. Baker, was assigned the task of opening up the Western hemisphere, but the success attained in this field was, almost from the start, paralleled by its achievements upon railroads laid through the vast jungles, deserts, and other sparsely populated territories of foreign lands. He goes on:

"The same dauntless energy, resourcefulness in the face of obstacles, and constructive pioneer spirit which covered the whole territory of the United States with a network of rails and placed upon them a locomotive engine of matchless power and durability, have found a welcome and an equal success in foreign fields, and the American locomotive to-day is a type of American enterprise, engineering talent, and constructive skill. . . . . . .



FRENCH DESIGN—AMERICAN MANUFACTURE—FOR SOUTH AFRICA.

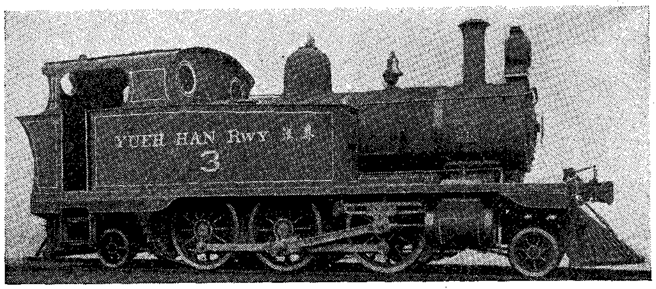
A Mallet compound articulated locomotive of the type built for South African and South American railways.

"The growth of the export trade in American locomotives is well illustrated by the statement that of the entire output of one of the great locomotive-building plants, nearly one-fifth has been delivered in foreign countries. It is noteworthy also that the years during which the export production has been the heaviest were the years when for one cause or another the home demand was comparatively light. . . . . . .

"The American design of the articulated compound locomotive—a type originally developed by M. Mallet, a prominent French engineer, and first introduced into the United States in 1904 by the American Locomotive Company, by whom the original design was modified and changed to suit American conditions—is gaining rapidly in favor abroad. Ten have recently been shipped to the Central South African railways. Another order of the same number is now under construction for the Central Railway of Brazil. Both of these orders followed from previous installations of one or more engines for trial purposes. . . . The majority of the exported locomotives have been of American design, in which due regard and allowance has been intelligently made to suit local conditions in the foreign field in which they were run, the material and the character of the equipment being adapted to those conditions. American engineering skill has been freely called upon to build locomotives for extraordinary operating, fuel, and traffic conditions, resulting in a number of interesting and wholly new designs, many of which have been guides to successful work in filling later orders for locomotives for the same or for other countries.

"Our friends beyond the seas need our locomotives, but their education of native locomotive-runners everywhere is not quite complete. The Japanese engineers are a worthy and well qualified lot of men; all wear blue uniforms with brass buttons, and keep their habiliments neat and clean without overalls, such as our American engine-runners wear."

The success of the American locomotive, the writer goes on to explain, is based largely on ready adaptability to difficult service, especially in new countries. This was a natural consequence of the similar conditions in the United States itself. The rough tracks, sharp and frequent curves, and heavy grades that characterized railroad construction in the opening up of our continent gave rise to such inventions as the air-brake, swiveling-truck, and equalizing beams. These features have given an equally satisfactory record in foreign fields. We read further:



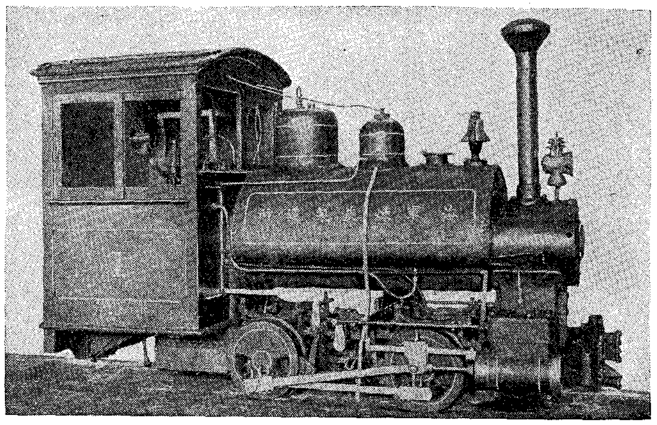
Illustrations with this article by courtesy of "The American Exporter," New York.

A TANK LOCOMOTIVE CARRYING 1,200 GALLONS OF WATER.

For a land where locomotives were not long ago regarded as the invention of the evil one.

"Another reason for the success of American locomotives has been the willingness and ability of the builders to make quick deliveries, owing to the high quality of labor in the United States, and the employment of time- and labor-saving machinery. Again, the consistent policy of manufacture in which the parts of locomotives are finished to accurate gages and templets, resulting in strict interchangeability of parts, has facilitated the prompt delivery of duplicate parts when needed in a hurry and ordered by cable; a feature of great value and one especially esteemed by the managements of foreign railroads who perhaps have not as yet installed adequate repair departments of their own. The interchangeable-parts system has encouraged orders, also, by enabling a railroad to order duplicate parts in advance, thus avoiding delays and enabling the equipment of locomotives to be kept in practically continuous service, even under the most adverse conditions.

"As to the future of the American locomotive abroad, an increasing demand may logically be anticipated, because, as already intimated, the conditions in South America, in the Orient, etc., parallel conditions of rapid growth of railroads that have been so successfully dealt with in the United States. For example, the vast territory of China is just entering upon an era of railroad development not unlike that which began in this country with the construction of the first transcontinental railroads. In fact, the American locomotive is welcomed abroad because it has been through a rigorous apprenticeship on our extensive roads here, and has been constructed, altered, and improved to meet all and divers requirements the world over. The export value of American locomotives shipped abroad has ranged in recent years from three to eight million dollars annually."



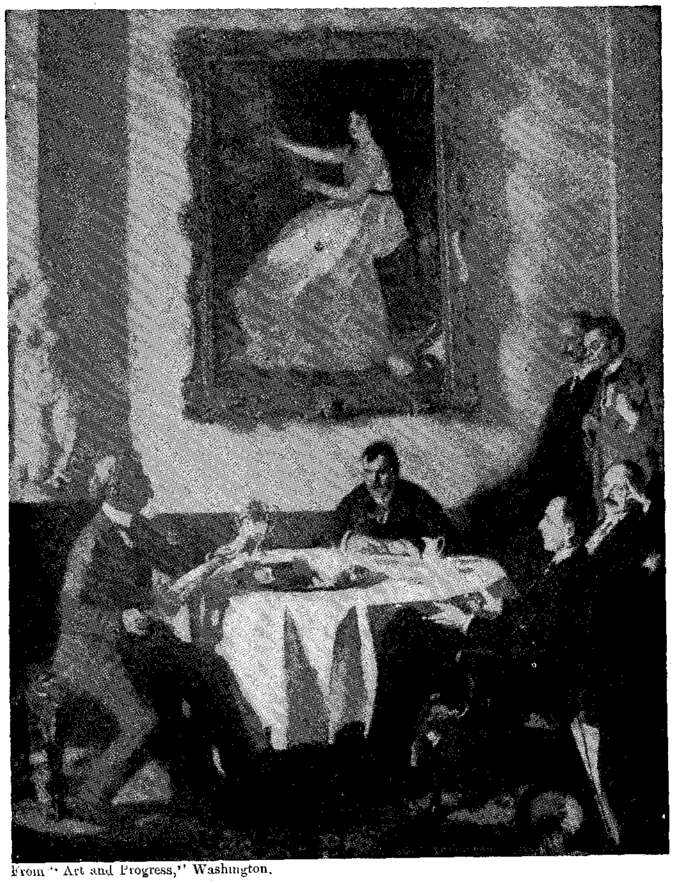
A SPECIAL TYPE FOR FOREIGN WORK,

Where speed is evidently not the main object.

LETTERS AND ART

MYSTERY OF LIGHT IN PORTRAITURE

IT SOUNDS a bit bizarre to say that portrait-painting depends upon windows. The wider the window the more light, and with floods of light from our wide windows of to-day comes a new character to our method of painting portraits. The "old furniture of art" doesn't fit this access of light. Tall pillars and billowing curtains were all right when we had only so much light as could come in through a castle window, but they do not fit in with impressionism. So declares Mr. T. Martin Wood, who surveys in *Art and Progress* (Washington) some of the influences that surround the new ideas of painting portraits. When we began to let in more light we seemed also to let out a lot of our illusions about people who are to be portrayed. "To have such a magnificent portrait as Van Dyck's Charles I. without belief in the divinity of the right of kings, is quite impossible," observes Mr. Wood. Instead of Van Dyck, then, we have Mr. John S. Sargent, to whom "men are as open books." Sargent's art is described as "uncompromising," yet it has "paid compliments worth more than any paid within a former century, mirroring everything that has been mirrored." He can not paint like Van Dyck, however, because the world has become "disenchanted." The portrait and the photograph are at eternal warfare. Thus:


From "Art and Progress," Washington.

A READING BY GEORGE MOORE.

From a painting by William Orpen.

The group seated under the famous painting by Manet are, from the reader's left to right, Moore, the Irish novelist and critic; P. Wilson Steer, the painter: Sir Hugh Lane, art connoisseur; Professor Tonks of the Slade Art School; and (standing) D. S. MacColl, art critic and director of the Tate Gallery, and Walter Sickert, Whistler's most famous pupil.

"In portraiture everything becomes a background to the human face, and great portraits have always recreated the glamour of a moment. Not for a single moment can the significance of a figure be conceived, as the fashionable photographer conceives it, as something apart from its surroundings. And character, with which portraiture is primarily concerned, is largely an indoor plant; in the conditions of many people's lives a rather hot-house affair, not quite natural enough to be seen in a purely natural light. In any case under a studio light the intimacy of natural drama often fails to break. The importance of environment in portraiture is inestimable; it means far more than a successful arrangement of harmoniously colored furniture behind the sitter. The irrelevant in color extends to the symbolism of color, and there is, too, a color of the day, even of the indoor day. Intimately like this is everything co-related and nothing that is hidden left without an outer symbol. It is passion alone that makes visible the mist of associations in which a rose hangs, and in which a white hand moves. Everything must be like this to the artist; he must reflect the spirit of everything, and to receive the reflection of the invisible, the mirror must be held up to nature."

The three great influences that have affected English portraiture of the present time, says this writer, are Sargent, Whistler, and Manet, who are thus characterized:

"Mr. Sargent's influence has been somewhat mitigated by the appearance of facility in his work. In his case it is only an appearance, but great is the confusion in the public mind between facility and a spontaneous touch.

"The influence of Whistler has been great, but slightly cheapened in transmission. His conception of color, as an escape from colors, has not been understood, his process of elimination has been too recondite for taste less perfect than his own. Whistler's appeal, like the appeal of much Japanese art, was made too much to the mere appetite of good taste; it thus belonged to the region of superficialities, both actually, as nothing but decoration, and metaphorically as well. It was Whistler, however, who broke the spell of conventional composition in England.

"Infatuation with the memory of Manet has been the other influence, an infatuation beautifully exprest in George Moore's prose and finding expression in the picture by Mr. Orpen, which is reproduced. Manet was, of all artists, the most purely artistic. With him art was self-indulgence, sometimes delicate and more often voluptuous, but always expressive of a new spirit, of self-expression finding wings, of the beginning of revaluations."

The influence of these men upon the younger generations has been to produce in portraits now painted "the thrill of daylight." This is perhaps gained at the expense of other things in the work of William Orpen and P. Wilson Steer. As we read:

"It is somewhat in vain we look into their radiant canvases for great things, the grace distilled of women's presence, and the omnipresence of beauty. Mr. Lavery's art was long ago enslaved to feminine charm, but without a pretty face it fails to signify. What we are waiting for is an art that does not let fall the most human sentiments when face to face with the problems with which Mr. Wilson Steer alone has not compromised. The painter's old stock-in-trade is discredited in real sunlight, and old methods are dragging out a discredited existence, saved only here by the grace of such emotional reconstruction as they receive, for instance, from Mr. C. H. Shannon's hands. We are waiting for 'the genius of the heart' to change its quarters, and end the monopoly of cold intelligence in regions of the light.

"There can be no more highly interesting task than to examine the art of portraiture just as it passes into a new phase in England, and to find reflections in it of every tendency in current art. In the future the art of portraiture must be studied in a new light, and this new light is transcending daylight.

"With the final abandonment of the supreme pictorial convention of ancient art—a conventional relationship of light to shade—a new to-morrow dawns. Hereafter surfaces will no longer be viewed as thrown up into the light from a region of darkness; darkness itself will only be felt as a moderation in a region of light—a feeling clearly enough connected up with modern aspiration in quite other walks of life, and a view expressive of the wish at the heart of the present moment that all theatricality may be abandoned. Heretofore mystery pertained to darkness, and now our welcome is extended to the mystery of light."

BOSTON CENSORING THE DRAMA

THE BOSTON mayor and police have now taken upon themselves the censorship of the drama. In England a censor chosen by the King is entrusted with this delicate matter. Here we leave it to the taste of the City Hall. As it works out in Boston, the censors' ideas appear to clash with the judgment of many of the best elements interested in Boston's dramatic life. *The Transcript* declares in its editorial capacity that "we are sadly in need in the United States, and in our cities particularly, of some logical and fair-minded supervision of the drama." The play whose suppression calls forth this observation is Eugene Walter's "The Easiest Way," a play that portrays vice, but in a manner intended to show its awful consequences. It is now two years or more since it was first produced in New York. After a long run here it started out on a tour of the road and with the exception of Richmond, Va., where its production was prohibited, it met with apparently hospitable receptions everywhere until it reached Boston two weeks ago. Here, after playing two nights, it was closed by order of Mayor Fitzgerald. The Mayor and Police Commissioner O'Meara, it is said, had representatives at the play during the two performances it was granted, and "voluminous reports" were submitted to them as to the play's character. Their action followed. Mr. Parker, *The Transcript's* critic, thus writes of the situation:

> "By report representatives of the Mayor and the Police Commissioner have seen Mr. Walter's play, found it detrimental to the public morals, and have practically instructed the management of the Hollis Street Theater to withdraw the piece. Thus has the censorship, that so many of the 'uplifters' of the drama advocate, here had for once its work, but, ironically, it has fallen upon a play that many of them profess to admire. It is very thoroughly and widely known by this time that 'The Easiest Way' is concerned with sordid and vicious personages leading lives according to their traits and inclinations. Out of them and their fortunes, Mr. Walter has wrought a grim, stark, piteous tragedy of the truth—a hard, cold, austere, dispassionate play. The most perverted mind could not find a hint of 'suggestion' or salacity in it. To wish to see such personages in such surroundings and in such a play is for each playgoer to decide for himself and for those whose play-going he may order. Few who seek the theater can be ignorant at this late day of the contents and the manner of the piece; while the reviewers who have most admired it have not spared information concerning it. Even those that most dislike Mr. Walter's play have not insisted that it should be cast from our stage. Not a few of those most sincerely ambitious for the bettering of the quality of plays in the theaters of Boston have rejoiced in its presence there. It is possible to conceive the modest and the unworldly shocked by what they learn from 'The Easiest Way.' No conceivable human being could be 'corrupted' by it."

Behind the prohibition of such pieces on our stage, thinks Mr. Parker, lies a graver question than the mere fate of one such play as "The Easiest Way." For—

> "The playwright who elects to treat of vicious personages and sordid lives, to treat of them seriously, austerely, artistically, morally, finds his work barred from our theaters. The managers and the players who join hands with him to mount and act his piece find themselves under like condemnation. On the other hand, the coarse and greasy vulgarities of 'The Follies' of each succeeding year; the prurient innuendo of such pieces as 'The Fascinating Widow'; the slimy suggestion of 'Girls in Taxis' or 'Girls from Rector's,' go unmolested, or in any case uncondemned, by the municipal censors. The playwright, the player, the producing manager may be as vulgar, coarse, suggestive, indecent even, as he chooses; he may make the most of all that vicious living, crude dissipation, and sexual curiosity may provide him for material—so long as he does so in a musical piece, in a farce, in a variety show, in a burlesque, in a play that is intended 'strictly to entertain.' Then do the municipal censors leave such pieces untouched, and audiences of both sexes and all ages may leer and nudge at will over them. But the moment that a playwright would treat vicious personages, sordid lives, and sinister circumstances gravely, austerely, sincerely, then do he and his play become detrimental to the public morals. Away with them. We Bostonians, if we are to be kept theatrically unspotted, must only grin in the playhouse. The proscenium arch shall be a horse-collar."

The "proper basis" for objecting to any drama is "the effect it will have upon the young," remarks this journal editorially. Such a view was presented and combated in this same city a few days previously at a meeting called to organize a "drama league"—such an effort as Chicago has successfully worked for several years, and New York to a limited extent through the agency of the drama committee of the McDowell Club. The "tyranny of the young person" has been a frequent subject of complaint by those who work for people of mature minds. This is how *The Transcript* deals with the question as suggested by the case Boston has just had on its hands:

From "Art and Progress," Washington.

"MRS. HAMMERSLEY."

From a painting by P. Wilson Steer.

The artist is one of the foremost of the younger English school who paint "the thrill of daylight."

> "Any play like 'The Blue Mouse' or 'The Girl from Rector's,' 'The Girl in the Taxi,' and others that have been produced in Boston within the last year, make a special appeal to the improper impulses in young men. They lead directly in very many cases, as the social workers know, to formation of habits of vice; they often are the initial occasions for such things. No appeal of that kind is made in 'The Easiest Way.' It is, to be sure, as we said the other day, a portrayal of a life and an atmosphere which can not but be repugnant to many sensitive people. The purpose of our brief paragraph Saturday was to warn those of our readers who did not know the atmosphere of this play and were unacquainted with its characters, what they might expect. We wondered that many of our readers should care to see this sort of play. And we are inclined to think that they do not.
>
> "There is no question whatever of the extraordinary power and strength of this piece. Students and critics of the drama find it as able a play as has been produced in America for a long time. Whether its great realism and power is strong enough to counterbalance the grossness of its situations is a question which each individual must settle for himself. One

man saw it in New York, and it so repelled him and imprest him with its horror that he was not able to sleep that night. So far as he is concerned he would not wish to have this play produced so that any of his friends might chance to see it. Others like-minded object to ' Ghosts.' Ibsen's play certainly leaves a bad taste in one's mouth; but the atmosphere is not vulgar. Such objectors, and we confess to share in this feeling, would not regard the city as having lost much if ' The Easiest Way ' were never shown here.

"But it is decidedly unfortunate, since the play has been produced in other cities and reports of it have come to Boston in sufficient number, that no notification was given to the projectors of the play in the weeks that preceded its production. This savors of unfair treatment to the producers, and when compared with the laxity given to the really salacious plays that have been given here, is certainly illogical. If this is but the beginning of an attempt to shield the young people of this city from seeing improper plays, we are very glad to observe it. But the whole machinery of supervision is yet in a very ragged and imperfect condition. If we are to have censors, the notices of plays, and the manuscripts of plays themselves, ought to be submitted to a regular board of supervisors in sufficient time before the play is due, so that a definite notice of prohibition can be early given to the management of the play and of the theater in which it is to appear."

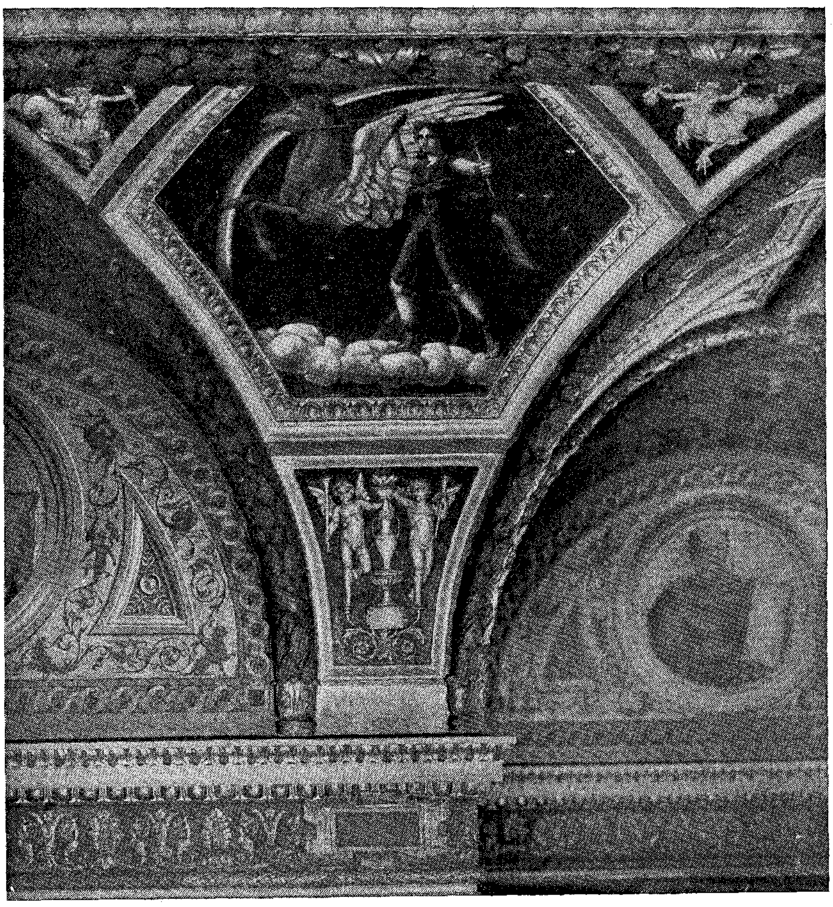
SPLENDORS OF THE MORGAN LIBRARY

FROM TIME to time the world hears rumors of the amazing riches of the Morgan library. Priceless manuscripts, early printed books, Caxtons by the shelf, sumptuous bindings; they are now and then described in print. Few are the fortunate ones who see and handle them. Likewise few are they who have seen the interior of the beautiful building where they are housed. But Mr. William Walton gives us in the April *Harper's* glimpses of the decorations of the inside walls—the work of the brush of H. Siddons Mowbray. In style, this little white marble building in East Thirty-sixth Street, New York, follows that of the early Renaissance. Its plan is a rectangle squared to the four points of the compass, with a wing extending westward on the front of the structure. The entrance hall, in the center of this south front, is nearly square, and the main library-room occupies the whole of the eastern side of the building. Entering through the heavy bronze doors, this is what one sees:

"The visitor finds himself in a vaulted marble hall paved with Roman stones—a great circular porphyry center-piece, on either side a pair of beautiful Cipolino greenish marble columns, from the Château de Bagatelle in the Bois de Boulogne, etc.; and all this varying suggestion of color was taken into consideration by the painter. The ceiling is a groined vault, square in plan, resting upon three sides and an arch, the latter surmounting a semi-dome crowning the apsidal side opposite the entrance. This provides for three lunettes decorated with figure subjects, while the semi-dome of the apse is treated architecturally with ornament in low relief, five blue and white panels—classical subjects—and over these five smaller panels of single figures, all set in a graceful arabesque pattern of warm gray meandering over a creamy white background. In modeling these it was found that the conventional methods would not serve, because of the peculiar angle of the lighting of the hall, this light falling through the central double skylight, eight feet in diameter, of plate glass of marvelous transparency. Look upward through this double thickness, and the sky overhead is seen as through the empty air. This perpendicular light, largely reflected from the walls and floor, so affected the reliefs that it was found necessary to model them *in situ*, with constant descents to the floor below for inspection.

"In the great semicircular lunettes over the cornice on the other three walls, about twenty-three feet from the floor the sculptor became painter again; in large and symmetrically balanced compositions he represented, on the east, over the entrance to the library, the Epic Muse, throned in the center, the Iliad and Odyssey personified in the groups on either side; on the west wall, the Lyric Muse, seated in similar state, on either side Petrarch and Tasso. In the lunette over the entrance the presiding divinity disappears to give place in the center of the composition to a handsome little Renaissance structure, tabernacle, or shrine of the Muses, rich in carving and gold, with supporting winged figures on either side. Below, at right and left, stand the representatives of the ' Morte d'Arthur ' and the ' Divina Commedia,' King Arthur and Beatrice—thus supplementing the classic and the romantic, and completing the cycle of poetry. In these paintings, varied in color and rich tho quiet in tone, the color is accented with much gold, in pattern and ornament, not too bright and all carefully worked out in relief, and the symmetrical balancing of the groups on each side of the central figure is judiciously maintained.

"The ceiling of this hall, around the octagonal panel of the skylight, is separated by moldings picked out in color on a gold background into panels—four, large and circular, containing seated female figures with cherubic attendants, somewhat Raffaelesque, the Muses of Art, Science, Literature, and Philosophy; in the angles, on the diagonal axes, rectangular panels with groups of figures, Scriptural and allegorical; and, nearer the center, smaller panels with curved sides, containing groups in white against gold painted in close imitation of relief. The backgrounds in the painted panels are mosaic gold, and the general background of the whole ceiling is gold, over which wander grotesque and arabesque decorations."

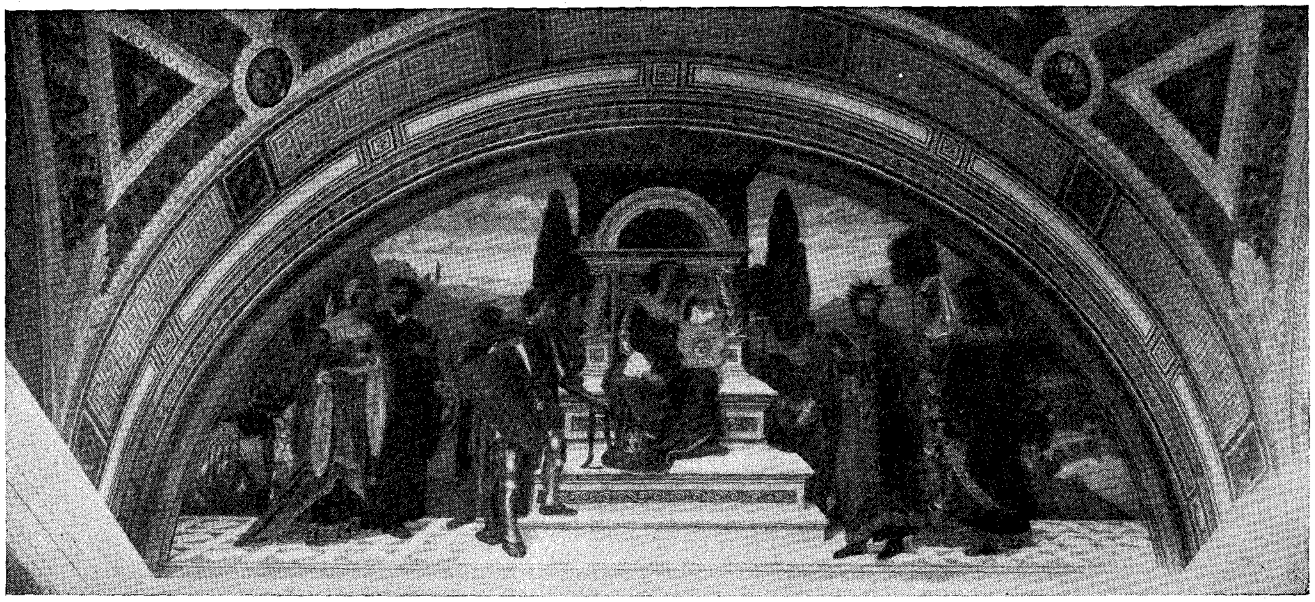


A CEILING DECORATION IN THE MORGAN LIBRARY.

"All this intricate and elaborate abundance of material expression of man's thought seem to be worthily expended on this monument of private munificence."

The east room, which is the library proper, is rectangular and has a ceiling pierced with many penetrations. This is the way it is decorated:

"The central part of this ceiling is flat, subdivided architecturally into panels, of which the largest, the central one, forms



Photographs by R. W. Tebbs.

A LUNETTE IN THE ENTRANCE HALL OF THE MORGAN LIBRARY.

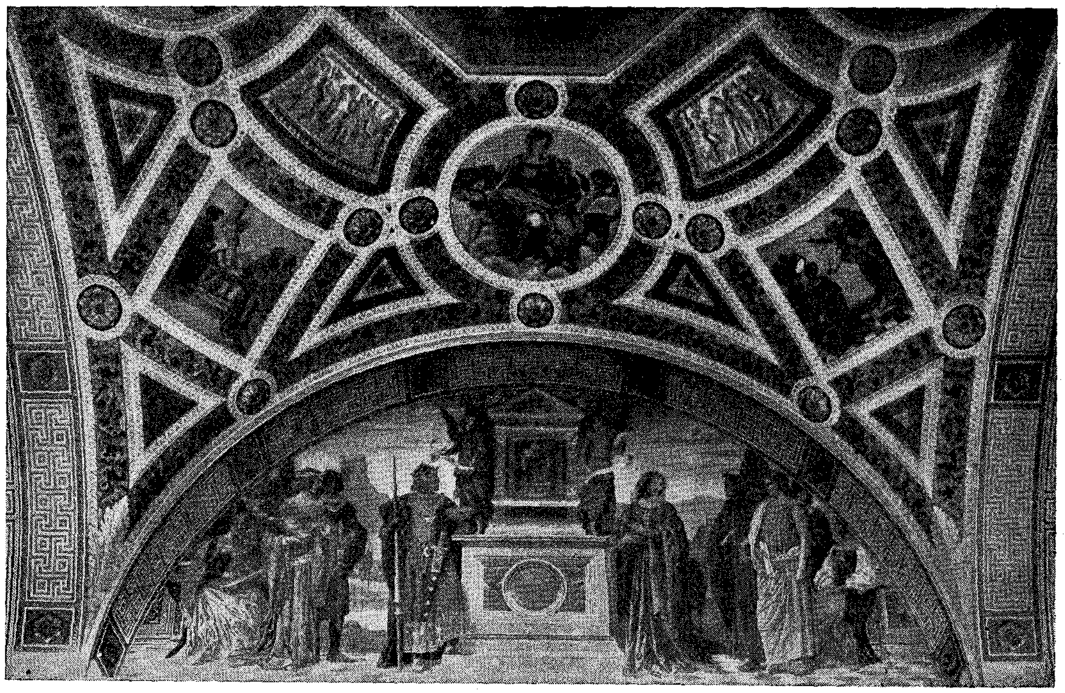
This painting by H. Siddons Mowbray represents the Lyric Muse seated between Tasso and Petrarch.

a skylight. The lunettes formed by these penetrations contain the figure subjects, and in the spandrels separating them are octagonal panels, also containing figures. By daylight a tempered, warm illumination falls through the long skylight, and in the evening the decorations in the heavy cove and sunken lunettes under the ceiling are seen by an ingenious arrangement of concealed electric lights, behind the ledge of the cornice, throwing their illumination across the room on the opposite wall. Over the entrance the cove breaks into the recess in the west wall, in which the doorway is placed. Around the walls the semicircular lunettes bear alternately a symbolic reclining figure and a medallion portrait, each pair representing a branch of literature, art, or science, and its most distinguished exponent. In the octagonal panels in the spandrels separating these recessed lunettes, fourteen in all, are represented with an unusual mythologic fulness the twelve signs of the Zodiac —it being not generally known that each of the twelve great gods has for a special residence the constellation which bears his or her attributes—and in addition, two typifying the Spring and the Autumn, the annual Anodos or coming up of Persephone from Hades, and her Kathodos or going down thereto. The principal tone color which the painter had to bear in mind in all these decorations was that of the Circassian walnut of the book-shelves below, the difficulties of lighting obviated by the use of color and gold, the backgrounds of the lunettes and medallion portraits being all of gold. The ceiling also carries, above the cove, an architectural ornament treated in color and gold. All this intricate and elaborate abundance of material expression of man's thought seems to be worthily expended on this monument of private munificence."

Mr. Mowbray, tho born in Egypt, is an American painter who has given special attention to mural decoration. His work may be found in decorations in the Appellate Court House and the library of the University Club, New York City, as well as decorations in the private residences of several wealthy New Yorkers.

CHALLENGED PICTURES—The genuineness of pictures is so often contested when they are put upon the market that names and not beauty seem to be the reason why the buyers wish to possess them. Not long ago a leading auctioneer was reported to have recommended the destruction of two canvases because doubt was cast upon the genuineness of their label as the work of George Inness. Lately, it appears, a dispute has arisen over the question whether the "Mona Lisa" in the Louvre is Leonardo's work, and that in the Prado at Madrid a copy, or vice versa. "S. D.," the Paris correspondent of the New York *Evening Post*, makes these pertinent remarks:

"Even if the Louvre picture were 'Mona Lisa' copied or 'Mona Lisa' old, what then? It is the Louvre portrait, and not the bright-colored, young face of Madrid, which has fascinated and perplexed the world century after century. Surely, a painting is as good as it looks. The philosophy of Leonardo's time taught him that art represents that which pleases when seen. . . . All the world's sentiment has been poured out over the Louvre picture, and no other. On its smile generations have looked and looked again and gone away to be haunted by it."



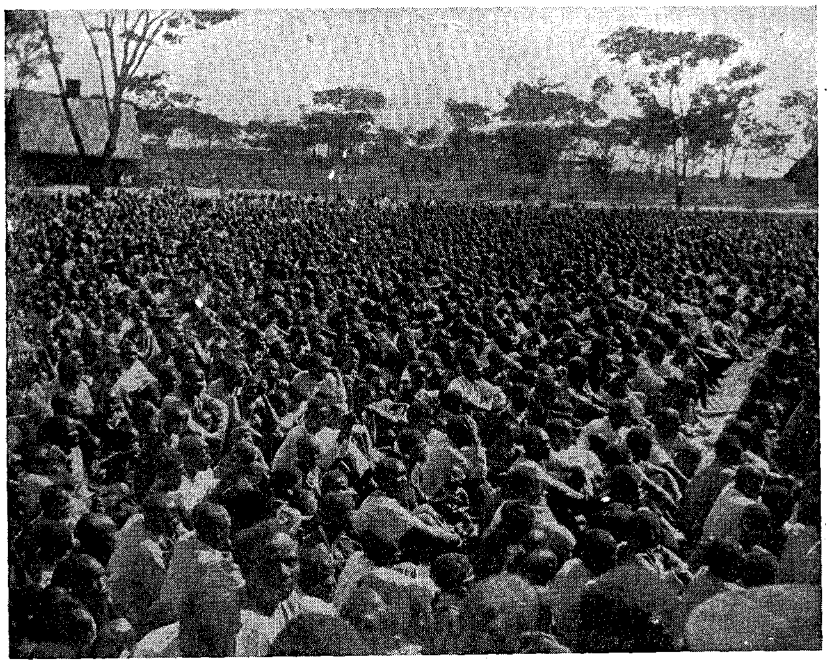
THE MORTE D'ARTHUR AND THE DIVINA COMMEDIA.

Another lunette in the Morgan entrance hall.

THE RELIGIOUS WORLD

MISSIONS AND BUSINESS IN LIVINGSTONE'S AFRICA

WHEN HENRY DRUMMOND departed from Central Africa after his visit he said, "I have been in the land of the dead." But to-day no traveler could say this, for not only has science checked the ravages of malaria in the Dark Continent, but the work of Christian missionaries has brought a considerable semblance to civilized life. For instance, the churches seen in the accompanying pictures might well grace some American town, yet they were built by the native Africans who appear in the view of the great open-air meeting. These pictures make it hard to realize that only thirty-five years have elapsed since "the first party of missionaries boldly passed beyond the coast-line of Africa and penetrated into the wild and isolated interior." Nyassaland has already proven the wisdom and foresight of David Livingstone who believed that in this region "Englishmen might enjoy good health, and also be of signal benefit in leading the multitude of industrious inhabitants to cultivate cotton, maize, sugar, and other valuable produce to exchange for goods of European manufacture, at the same time teaching them by precept and example the great truths of our holy religion." In *The Missionary Review of the World* (New York, April) Donald Fraser, of the Livingstonia Mission, tells how the problem of combining Christian work with commercial activity is solved at the Blantyre Mission of the Church of Scotland. He writes:



AN OPEN-AIR CONGREGATION IN AFRICA.

They are the builders of the churches shown on the opposite page.

"I do not think it is the function of a Christian mission to build up a city or develop a great commercial enterprise. One of the temptations which always appeals to the missionary is to turn aside his energies into lines which will provide industry for a people who are sorely in need of this world's goods. He recognizes how their poverty handicaps his work at every turn, and prevents the growth of that comfortable civilization which should mark the progress of the gospel. Yet I believe that almost every mission which has attempted to develop a commercially successful industry laments to-day either the confining circumstances which must be respected if industry is to be commercially successful, or the limitations which their business necessarily puts on their spiritual service. For example, they must pay more attention to their proximity to a market than to the clamant needs of unevangelized tribes, or the previous occupation of a district by some other mission. And when they have established a commercially successful mission, they are face to face with grave questions, such as the dependence of their converts on material things which come upon the mission, and the absorbing pressure of the business demands of the mission, which will not allow the necessary thought or the time to be given to the first things for which a mission stands.

"The Blantyre Mission has successfully passed these temptations. For while a city is growing around them, and a labor-producing industry is covering the Highlands which they serve, these are not departments of the mission's work. With great wisdom, their pioneer missionaries chose a beautiful situation, which eventually offered prizes of success to commercial enterprise. They led the way, and made it possible for traders to come to this land, and showed in what ways trade might grow. In their little garden the first coffee-trees were grown, and in 1901 over 16,900 acres were under coffee, tho now this industry has fallen off, and given place to cotton and tobacco. They opened the first little store, started the first carpenter-shop, ran the first printing-press, and to-day there are many contractors' yards where native carpenters and builders are busily engaged, printing-presses producing newspapers and books, stores with turn-overs of tens of thousands of pounds. And the presence of these, tho they may not all make for righteousness, yet, in the main, produce conditions which allow a prosperous and educative mission to grow in power and grace."

The little station at Blantyre has now grown to a great and impressive group of buildings. There is the majestic church, a great hospital, an educational institute whose pupils go out over all the land from the Kongo Free State to South Africa. It has such offshoots as Zomba, Domasi, and Mlanse, numbering 104 schools and 4,300 scholars, where each pupil pays a substantial fee. The rapid growth of the Livingstonia Mission, whose basic work has been educational, is thus briefly sketched:

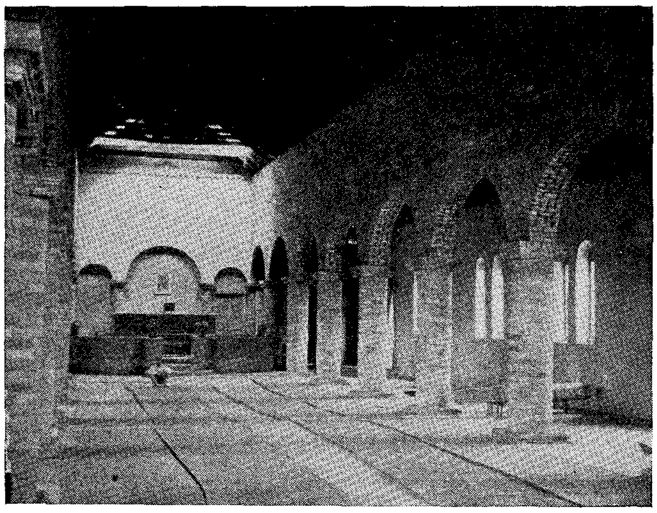
"The first twenty years of the Livingstonia Mission were years of pioneer work, when foundations were being solidly laid, but little of the superstructure had begun to appear. During these years six or seven stations were established with a staff of 21 Europeans. But at the end of that period there were only 178 native converts, and some 51 schools with 4,500 pupils. To-day there are nine stations manned by 26 Europeans, but the native church has grown to 6,200 members, and there are over 661 schools staffed by about 1,259 teachers and with 58,000 pupils on the roll. Now by what arithmetical rule shall we measure the possible progress of the Kingdom of God in the light of this fact? Twenty years had only produced 178 Christians, and the last fifteen have produced over 6,000. Last year alone more than 1,700 were baptized, and 7,500 were in the catechumenate. We stop short in all our calculations to recognize that there are forces hidden in God's Kingdom which we can not estimate, and of the day and the hour when the Kingdom shall be fulfilled no man knoweth.

"From the schools and what they produce the great part of the progress has been made. . . . For here is a people who were entirely illiterate, whose intelligences required to be developed that they might understand the message of the evangelist and for whom a literature had to be created that they might feed their souls. The schools in the beginning were very simple affairs. In many cases they were not even housed in the most primitive buildings, and consisted of a group of children meeting at the kraal gate, who listlessly attempted to master the alphabet and primer. But as the value of education became more apparent the schools became more ambitious, seductive bribes to make children attend ceased, and new demands on self-help were imposed. Now no school is continued unless the villagers build a neat schoolhouse, pay school fees, and buy their books. The standard of the teachers has greatly risen, and there is a growing number of highly trained normal teachers connected with every station."

JUDAISM AND CHRISTIAN SCIENCE

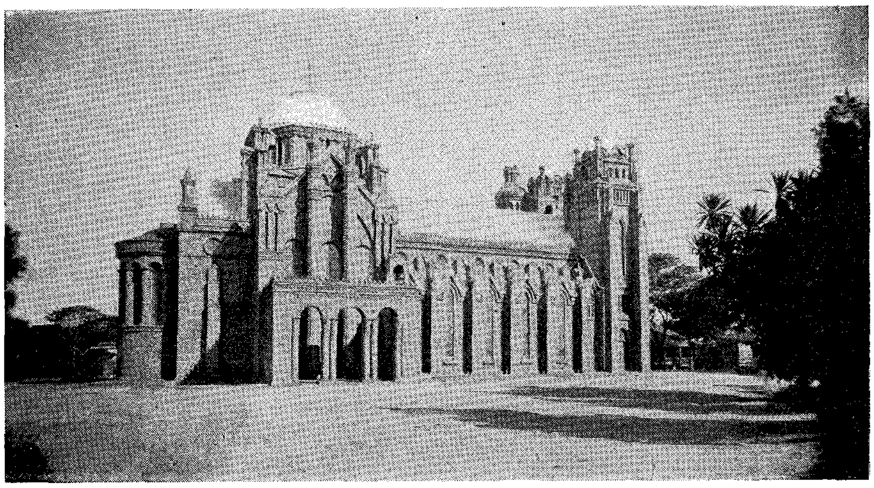
IT HAS long been known to the Gentile world that many Jews were ênrolled among the ranks of the Christian Science Church. But their numbers had not been made so apparent as to constitute a "problem" within the orthodox Jewish congregations. Now, however, the time is reached, declares Max Heller in *The American Israelite* (Cincinnati), when orthodoxy seems confronted with the question: "Shall we shut the door upon the Jew who embraces Christian Science? Shall we declare him a non-Jew or, at least, abridge his privileges of Jewish fellowship?" He calls attention to the action of the recent convention of B'nai B'rith, District No. 4, in San Francisco, when a recommendation was passed to make it impossible for Jews who are Christian Scientists to become members of the order. The matter will have to come before the Constitutional Grand Lodge for settlement. The B'nai B'rith is only a fraternal order, and an eminent Pacific Coast rabbi is quoted as regretting that "the rabbinical conference should not have been first in adopting and proclaiming to the world some such measure." The present writer goes on to discuss the question thus presented in the light of such cognizance as rabbinical conferences have already taken of the matter:

"Possibly a rabbinical conference may deliberate a little more carefully on a matter of that kind, viewing it from historical and traditional points of view, in addition to such stresses of local and temporary exigency as may exist; at any rate, a vote by a rabbinical conference would mean more than a recommendation from a district convention. It argues well, of course, for the earnestness of the Pacific District that such drastic measures should find favor; nor is the question by any means one of purely local moment. The late Dr. Voorsanger excoriated Christian Science with that virile incisiveness which was so characteristic of him; the movement, in all probability, must have assumed considerable proportions in his vicinity. Yet the phenomenon is by no means confined to the Pacific Coast; from a number of other communities there are reports of the special popularity of 'Christian Science' among the Jews; it would carry us too far afield to inquire just now, either how this popularity is to be explained or how the current might be stemmed; the question is: Shall we shut the doors upon the Jew who embraces Christian Science? Shall we declare him a non-Jew or, at least, abridge his privileges of Jewish fellowship?



INTERIOR OF THE LOUDON CHURCH, NYASSALAND.
This church, built by natives, has 6,200 members.

"At the last convention of the rabbinical conference it so happened that the subject of Christian Science figured upon the program as the topic of a round-table discussion. The evening was pleasantly spent in listening to brief speeches that threw every possible light upon the nature of the movement, as well as upon its complicated effects upon the Jew; when, however, in the final résumé, the leader proposed that a Jew who had affiliated with Christian Science should be regarded as a non-Jew, so as to be denied the services of a rabbi, say for marriage, it became very clear that his rabbinical audience was completely out of sympathy with any such proposal. It seemed to be generally felt that the old maxim: 'Once a Jew, always a Jew,' a maxim which, as framed by the rabbi, reads: 'Tho he has sinned, he is an Israelite' (Sanhedrin 44a, founded on Joshua 7 : 11), that this maxim applied to the Christian Science fad, as it has been applied, time and again, to actual conversion."



THE BLANTYRE CHURCH, BUILT BY NATIVE LABOR.
This mission has successfully solved the economic along with the religious problem.

Jewish congregations and lodges have not hitherto inquired into the religious convictions of its members, says the writer. An agnostic or skeptic, a spiritualist or theosophist, has been admitted without question, even being elected to office. The present writer does not treat the problem with the seriousness displayed by his brethren on the Pacific Coast, writing thus of a rather various class of those whom he calls "our renegade brothers":

"In the last decade or two the ingenuity of some of our renegade brothers has devised the so-called Jew-Christian, that is, the Jew who, retaining the old observances, claims to have grafted upon his Judaism a belief in dogmatic Christianity; it is the sort of graft that overtaxes credulity and tempts to punning. An interesting situation might arise, if some such creature had the impudence, claiming still to be a Jew, to apply for membership in a Jewish congregation; it is to be feared that a case of that kind would hardly be treated upon its theological merits.

"Yet, with only slight modifications, the case of the Christian Science Jew is much the same, tho he is quite likely to be sincere in his error where the so-called 'Jew-Christian' is playing a sordid masquerade that deceives no one beyond the pious gullibles who pay the piper.

"Here is a person who, as a Christian Scientist, has accepted the essentials of Christian dogmatics, the very things against which Judaism has been the immortal protestant. Believing in 'the Christ' (which is a vastly different thing from mere admiration for Jesus of Nazareth), he has rejected the divine Unity, central dogma of every complexion of Judaism that has ever existed. Can such a man be a member of a Jewish congregation? Shall he be allowed a voice in the conduct of synagog and school? Here, again, we must remember the same distinction between a right and a privilege; to attend our worship, to have religious instruction for his children, to have the services of religion in joy and sorrow is the right of every Jew; to have a voice to be eligible to office in a congregational body is the privilege of those who are fitted for its exercise. . . . . .

"Perhaps, however, we shall have to exercise some reasonable patience with weak-minded faddists whose momentary whim must not be taken too seriously. A nervous, impressionable woman finds the Christian Science meeting a soothing, cheering influence; she hears refined, intellectual people as they calmly and earnestly rise to pour forth a flood of inspiring absurdities and stimulating nonsense; she hears the Bible read with such sweet formality and such solemn conviction that, freed from all flavors of Jewishness and reality, it has a new charm for her, especially those delightfully unintelligible passages from the New Testament. Her family is pleased beyond words that the petted, overgrown child should have been so readily quieted with the new toy. Her irritableness is gone; in the place of her unconsciously arrogant selfishness and never-to-be-satisfied exactingness of former years she becomes meekly contented, laboriously cheerful. Behold the triumph of hypnotic mystification by the might of which the vacuous become profound and the flabby-willed nerve-wreck a heroine of dauntless faith! Except, of course, in the presence of a good-sized toothache. . . . . . .

"Perhaps, after all, it may be better to make haste slowly; perhaps, when the matter may come before the Constitutional Convention, the new 'yellow-peril' cry may not arouse in other parts of the country the panic for endangered Judaism that it seems to have created in the councils of District No. 4."

CHICAGO DISSATISFIED WITH REVIVALS

FOR THREE consecutive seasons Chicago has supported an expensive evangelistic campaign, having sought the leadership of the greatest men in this field. And, in turn, says *The Christian Century* (Chicago), Torrey, Gipsy Smith, and Chapman have "inspired and disappointed the hopes of Chicago churches that this city might be stirred with new religious life." *The Northwestern Christian Advocate* (Methodist, Chicago) recently undertook a questionaire addrest to the various Chicago pastors of its denomination, "asking each to tell what results the recent Chapman-Alexander meetings brought to his church, his community, and the city as a whole." When these pastors frankly state that, "for the most part, the results are negligible in their churches," observes *The Christian Century*, "it is time for some one to arise and ask if the $50,000 spent in this evangelistic campaign could not have been spent to better advantage for the Kingdom of God." The replies of forty Methodist preachers are thus summarized:

Additions to Membership.

Twenty-two report "none"; one reports ninety; one reports forty; one reports thirty-six; one reports thirty; one reports twenty-one; one reports twenty; and the remaining twelve show lesser numbers aggregating thirty-four. Total for forty churches, 271.

Additions to Sunday-school.

Thirty-five report "none"; one reports six; one "can not tell"; one has "largest [attendance] in the history of the school"; one "can not accommodate any more"; one, "some increase."

Attendance upon Morning Service.

Thirty-six report "no increase"; one reports an increase; one, "the congregation fills the house"; two, "slight increase."

Attendance upon Evening Worship.

Thirty-eight report "no increase"; one reports "some increase"; one reports, "best we have had."

Attendance upon Midweek Prayer-meeting.

Thirty-five report "no increase"; two report "better attendance"; two report "some increase"; one reports "gratifying increase."

Increased Religious Interest in Church and Community.

Twenty-one report no change; thirteen report "slight increase"; five report "marked increase"; one reports the influence to have been less than favorable.

The meetings are declared "profitable," but "they did not reach the class it was hoped they would." "Relatively few of the unconverted were present." One man declares that "the people were not stirred by the meetings and Christians attended for the most part from a sense of duty." *The Northwestern* gives the gist of the unfavorable replies in this form:

"'The net result was the scattering of our evening audience, the breaking of the prayer-meeting habit on the part of some, and the discouragement of the people as to the advisability or possibility of revival meetings. From our standpoint the meetings were most unfortunate.' 'I have been unable to see that the meetings have had any noticeable effect upon our church or vicinity, tho I do not mean by this to discredit the meetings.' 'My church received but little benefit from them.' 'My experience in the city is that these big meetings are of no benefit directly to any church. They create an atmosphere for a little while and that vanishes with the evangelist.' 'Our church was in a group meeting, but our people were not generally interested, and bore the work rather as a burden. So far as our church was concerned the meetings seemed to interrupt rather than help us.' 'The meetings seemed all right, but did not get below the surface. I think they played to the press too much.' 'We are not as well off either in attendance at the services on Sunday or at prayer-meeting as we were before the meetings began. It will take us some weeks to get back to normal again and much hard work.' 'The Gipsy Smith meetings of a year ago, altho three times the distance from us and attended by only a very few of our people, yielded far greater results. There seems to be a reason.' 'Three churches united with ours, and I have talked with each pastor. They all express themselves as greatly disappointed that so little was accomplished.' 'The meetings of our group had neither dignity nor power enough to attract those who were nearer than we; hence they did not affect us.' 'They were no benefit to my church, nor can I see that they were any benefit to the community. Giving up our Sunday evening services for a month has almost depleted our Sunday evening congregations. The people have become more confirmed in their opposition to revivals, and there is not any more interest in religion now than before the meetings.' 'It is doubtful whether this community derived from the meetings any profit worthy of note.'"

TAMENESS EMPTYING THE CHURCHES

"SPEAKING the truth in love" does not suit the combative natures of two of our religious contemporaries. That plan is all very well, exclaims the editor of *The Congregationalist and Christian World* (Boston), but speaking in that mild temper is "tame when compared to speaking the truth in the heat of controversy." This editor finds no simile within his own sphere of activities to express his feeling of the weakness of one method as contrasted with the other, so he boldly sets them forth as "basket-ball compared to a prize-fight with knuckles." "The decline of religious controversy is surely one reason for the falling-off of Sunday-morning congregations at church," he asserts. Dr. Buckley, in *The Christian Advocate* (Methodist, New York), echoes approvingly and adds that "the decline of religious controversy also has a great effect on *evening* services." He finds the similes used by *The Congregationalist* "highly original and expressive," going on to supply some more himself:

"When Christianity dispenses wholly with controversy it will be like a sleeping man—harmless and helpless.

"We were entertained at the house of a friend in New Hampshire, where Henry Ward Beecher was spending a day or two. It was his birthday and he was jubilant.

"He conducted prayers, and his utterances were equal to any of his published prayers in beauty, simplicity, and comprehensiveness.

"*Immediately* after he arose, he called the writer to him and pointed to a large picture hanging on the wall, representing a huge mastiff sound asleep with a piece of meat placed before him, and a lap-dog quietly drawing it away. Said Mr. Beecher, pointing to the sleeping mastiff, 'That is Orthodoxy,' and to the little dog, 'That is Heterodoxy.'

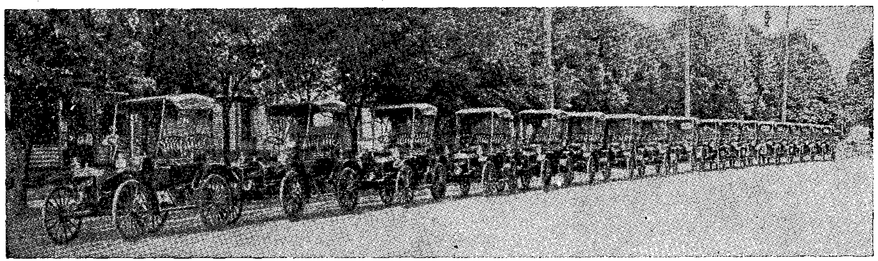
"So it is and ever will be. Controversy was the life of Paul's works—*polite* controversy, *brotherly* controversy; but strong in exposing error and building up the truth. The Epistles are full of controversy. Moreover, many of Christ's sayings were strictly *controversial.*

"It is more than a fine art to combine in one sermon the forcible overthrow of an error and a heartfelt appeal; but it is possible to attain unto it."

MOTOR-TRIPS AND MOTOR-CARS

AN ENGLISHMAN'S IMPRESSIONS OF AMERICAN CARS

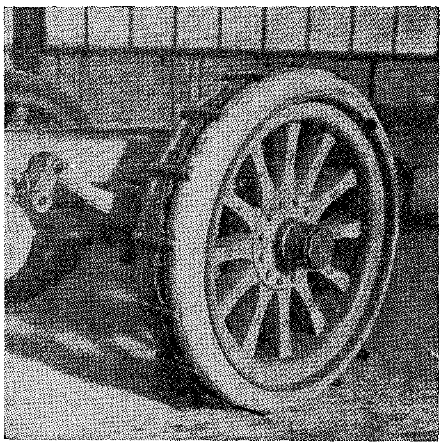
CHARLES Y. KNIGHT, one of the best-known men in English motor circles, contributes to *The Autocar* of London his impressions of American cars, as derived from close personal observation. He declares that "very marked developments are foreshadowed" in this country, and notes that to-day we have not produced "a single worm-driven car." His belief is that it is only "a question of time when this means of power transmission will entirely supersede that of the bevel across the water." He found also a tremendous awakening in the six-cylinder situation. Every designer with whom he came in contact in this country made anxious inquiries after the worm-gear which is already in general use with great success in England. He believes there is forthcoming a widespread adoption of the six-cylinder motor. Pioneers in its adoption here were not at first as successful as they anticipated, but he hears of several leading concerns which are preparing to adopt it and believes that in 1912 there will be "six-cylinder cars galore."



From "The Commercial Vehicle."

FLEET OF HIGH-WHEELED CABS FOR USE IN MANILA.

As to the future of the motor business in this country there must "necessarily be a considerable weeding out, as it is impossible for the people to keep up the gait they have been going." He found the sentiment for better roads "growing marvelously," altho it "would require half a century of the most prodigious improvement to put American roads anywhere near the condition of those in England." As to design and construction, he found as a result of production in large quantities, that it is possible here to produce cars at a lower price than on his side," despite the fact that labor is at least double in cost." He declares, however, that America "seemed to have little time for original research and study of design." Almost all the improvements he saw had been "taken from this side." Every year dozens of engineers go to English and Continental shows in order to study construction. As to the market in England for American cars, he says:



From "The Commercial Vehicle."

TWIN ANTI-SKID TIRES FOR MOTOR-TRUCK.

"A year ago I took the position that while it was possible for Americans to produce motor-cars at a lower price than was practicable to build them upon this side I did not believe that there would be any flood of cheap American-built products in England. I explained that the question of selling cars of unknown reputation, no matter at what price offered, was not an easy matter, and necessitated tremendous expense, and that American manufacturers could not afford, even at the low prices at which they could produce, to compete in the English market with home producers. There were representatives from at least a dozen large American concerns attendant upon the Olympia Show, the object being to ascertain the possibilities for English trade.

"So far as I am able to ascertain only one of these concerns has managed to put upon the roads of England any considerable number of cars, and the success of this concern depended entirely upon the fact that because of its low price and its reputation even in England the public had sufficient confidence in it to risk the purchase. Representatives of other concerns making cars of lesser reputation and selling at comparatively a slightly higher price have informed me that they met with positively no encouragement whatever at the hands of the English agents. The outcome has been just as I predicted it would be, *i.e.*, the American manufacturers have chosen to reduce their output to the extent in some cases of almost closing their works rather than contend with the many real and serious obstacles which stand in the way of their doing business in England."

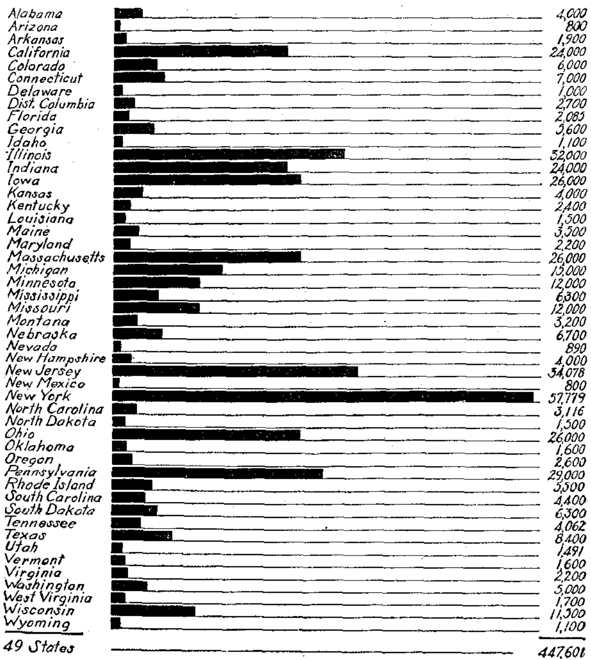
A reply to some of Mr. Knight's comments has been printed in *Motor Age* of Chicago. The writer gives as the reason why an American builder can produce a lower-priced car than the European builder, the fact that he is "adept in the field of multi-machinery," that is, in the art of producing "machines capable of turning out parts at an enormously high rate of speed and producing all these parts alike." Many makers in America now turn out only a single model, whereas formerly there were companies in America turning out over a dozen. European factories still turn out many models, some ten and some twenty. They have to do it "in order to sell enough cars to keep in business." The European selling field is limited as compared with the vast territory which Americans command.

When several models are built as in Europe "factory energies are divided into as many parts and the productive value of the artizan is reduced." Continuing, the writer says:

"At present the trend in America is to reduce the number of models. The days of seven or ten models are apparently over unless a turn comes and the maker will have to build more models in order to continue to keep his factory in healthy operation. It is a fact to-day that, generally speaking, the factories with greatest stability are those with fewest models, rarely over three, whereas some of the concerns that are reported to be in financial worry have been building ten or more and giving everything in the way of options. It stands to reason that a one-model factory is the ideal one, providing there is a big enough selling field for a car of that particular price.

Here comes the rub: Excepting in the case of one or two makers, there do not seem to be many of such. There is not enough demand for a car selling at over $5,000 to warrant one factory devoting all of its energies to such a car; it is questionable if there is room for a factory building nothing but $2,500 cars, unless the output is relatively small. This particular condition has brought about the two- or three-model factory in which two or three entirely different models in the matter of price are built.

"It looks as if the three-model factory will be the leader in popularity. It allows of economic manufacture and it also allows of economic selling. The dealer in the large city must have three different prices if he is to reach his greatest field of usefulness. It costs just as much to maintain an expensive retailing salesroom for one model as it does for three. It is true that one model helps to



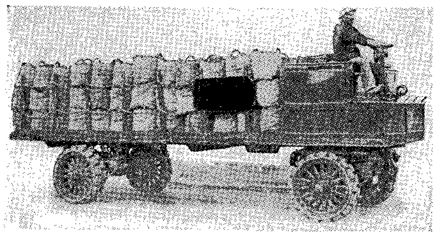
From "Motor."

MOTOR-CARS OWNED IN DIFFERENT STATES.

sell another and that if an owner buys the lowest-priced model he will in another year be in the market for a higher-priced one."

THE HIGHWAY TO WASHINGTON

It is expected that, during the coming summer work will be begun on the new highway between New York and Washington.



A TYPICAL FREIGHT-TRUCK.

It will have a width of 144 feet and no grade crossings for cars and trolleys. The company which is to build the road is about to be incorporated in Delaware, with capital amounting to $25,000,000, distributed among about 1,000 stockholders, of whom forty are prominent capitalists. It is hoped that this enterprise will be only the beginning of a large highway system, comprizing 12,000 miles, throughout the country, with feeders connecting main trunk roads with the capital cities of all the States. As part of this system a highway from Chicago to Milwaukee has been undertaken, bids for its construction having recently been asked for.

The road from New York to Washington will have six roadways, the outer ones on either side being public. Others will be for automobiles and trolleys, each road being accessible to traffic going in one direction only. The four inner sections, being for automobiles and trolleys, will be fenced in and toll will be charged. It is estimated that this line will cost between $90,000 and $100,000 per mile and that the entire 12,000-mile system could be constructed at an average cost of $60,000 per mile. The National Highways Club of 150 Broadway, of which H. Douglas Layman is president, has been interested in a project of this kind for several years.

STANDARDIZATION

There exists in automobile circles a society of engineers who are doing notable work in promoting standardization in the making of cars. Already it has a membership of nearly 800. Quite generally motormen have realized the necessity for standardization in promoting efficiency and lower costs in making cars. How diversified designs and styles have become is suggested by a writer in the New York *Evening Post*, who says, "There are 300 or 400 more dimensions and designs for lockwashers between the sizes of $\frac{3}{16}''$ and $\frac{1}{2}''$ than there ought to be."

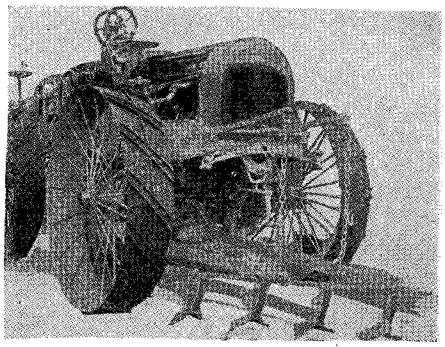
What is true of lockwashers is true to a surprizing extent of other items in the total number that make up a car. How this situation has come about is explained by a writer in the same paper, as follows:

"A draftsman is called upon to make a drawing of an automobile axle, for example. His instructions are to draw an axle capable of carrying a car of some given weight and that, in a general way, it should be an I-beam axle of certain length and style. Entering into this axle are very many details as to size of hole for spring clips, pins for steering-joints, etc., to accommodate the rest of the steering-mechanism and permit the whole thing to slip into a car properly.

"The draftsman exercises his own judgment as to these details, not having before him any standard for the various details. He may choose a tubing for the steering cross rod, for example, that does not exist in stock. If he has no table of tubing sizes before him, he makes it to suit his own fancy so long as it will do the work. He will do the same thing for the shape of the heads of the screws and bolts and for the size of the holes for the spring clips and for many other details. Every one of these things he may select to suit his fancy, may not exist in stock, may not even be of standard design.

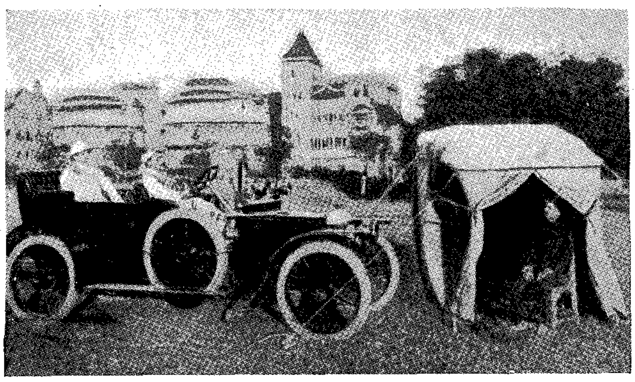
"The drawing will go to the checker and, if the figures correspond and the design be a good-looking one, it goes to the purchasing department and the parts are ordered. The next thing that may happen is that the screws ordered are found to be special and the screw company furnishing them so states and says, 'Can you not use this size, which differs only a very little from what you have ordered?' The purchasing department says, 'Yes, but all the other parts are already in the machine shop and partially machined and we are sorry, but we must have these special screws even at the high price you are obliged to ask for them.'

"So the special parts are ordered and incorporated, and the worst of it is that the next time a new model is designed, it may be desired to incorporate this axle or parts of it to save tools and fixtures; so, again, the special parts are ordered, and it may be several years before the extra expense obtaining special parts is got rid of. All this arose, not from necessity, but from the unguided idea of a draftsman."

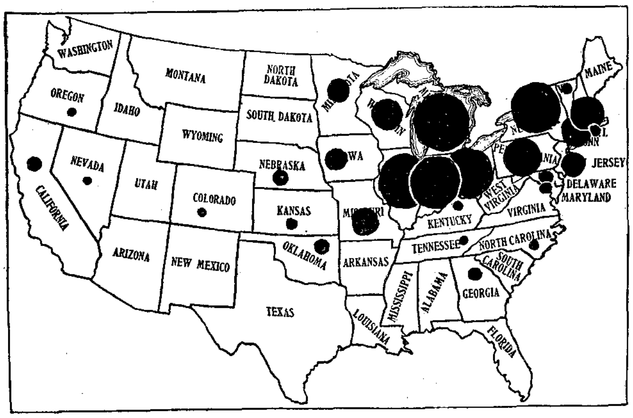


From "Motor Age."

A FRENCH MOTOR-PLOW.



AN EXPLORER'S CAR OWNED IN BOMBAY, WITH "CAPE CART HOOD" DETACHABLE FOR USE AS A TENT.



From "Motor."

MOTOR-CAR FACTORIES IN DIFFERENT STATES.

The black circles indicate the proportionate numbers for each. Stated in figures the representation is as follows:

California	3	Kentucky	2	North Carolina	1
Colorado	1	Maryland	4	Ohio	63
Connecticut	10	Massachusetts	25	Oklahoma	4
Dist. of Col.	3	Michigan	75	Oregon	1
Georgia	3	Minnesota	10	Pennsylvania	30
Illinois	54	Missouri	16	Rhode Island	3
Indiana	61	Nebraska	4	Tennessee	1
Iowa	7	Nevada	1	Vermont	1
Kansas	2	New Jersey	13	Wisconsin	22

The aim of these engineers is to guide draftsmen toward following standard designs. Into the hands of all draftsmen they hope to place an engineer's pocketbook "which shall show him what is available in the way of screws, tubing, lockwashers, rod ends, grease-cups, and the many fittings that are standard." In this way a multiplicity of designs can be avoided. Systems of this kind already exist in bridge-building and other manufacturing enterprises. Meanwhile, the engineers will make no attempt "to throttle original research" in engines, transmission service, or other vital parts of a car. A novel design for an engine or a transmission system can readily be constructed with its component parts of standard sorts.

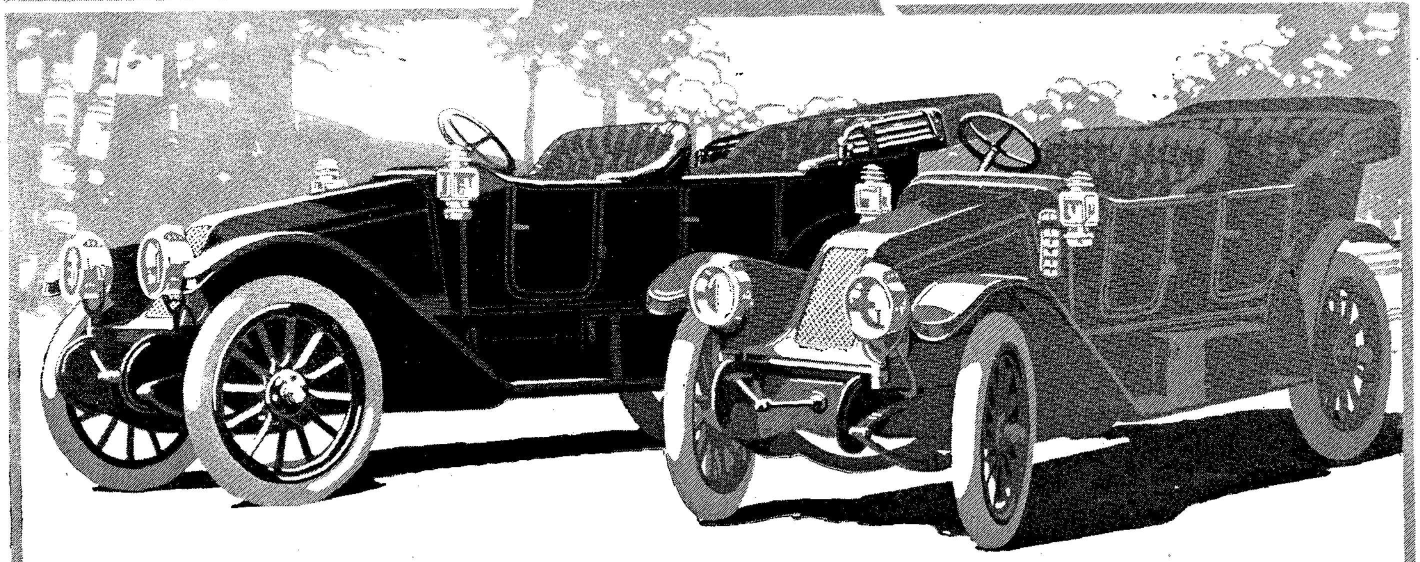
DECLINE IN UPKEEP COSTS

R. D. Chapin contributes to *Motor Print* an article, in which he undertakes to show what are the causes which have made the running expenses of a car considerably less than they were in the early days of motoring. This cost he declares to be not only "far less than it was five years ago," but less than it was two years ago. The decline has been coincident with a radical reduction in the first cost of the car itself and an improvement in its trustworthiness. Chief among the forces working for these changes has been standardization, by which a single car from being one of a large quantity produced from the same model, costs less than when one of only a few produced. The increase within the past few years in the number of persons using cars has been largely due to "the man who drives his own car." This man is one who in the main "has substituted the automobile for the horse and buggy which he previously used."

In cutting down the cost of upkeep, Mr. Chapin declares that the

(*Continued on page* 688)

Franklin



The Franklin is the automobile with the simple, air-cooled motor.

It is the motor car that thinking people everywhere are turning to more and more.

Every automobile motor must be cooled by air, either directly or indirectly. Franklin air cooling is direct, and it is positive.

It is the most satisfactory cooling system because it is the lightest, simplest and the most efficient.

Separate currents of fresh, cool air, equal in volume, are drawn by the suction-fan fly wheel down over vertical steel cooling flanges set in the walls of each cylinder.

The greatest efficiency is attained because the volume of cooling air increases with increase in motor speed. All cylinders are evenly cooled under every possible condition of driving. The motor is always kept at just the right temperature.

Franklin air cooling saves in weight. The heavy, complicated, secondary cooling system of the water-cooled car is done away with. This, together with Franklin light-weight construction, lessens the load on the tires.

Tire service on the Franklin is from two to four times greater than on other cars. The tires are not overloaded. Road shocks are minimized by full-elliptic springs. Blow-outs are avoided.

Franklins are made in four distinct chassis sizes:

Model H, $4500, the only large seven-passenger touring car that does not cost excessively for tires. Remarkable for its road ability and luxurious riding qualities.

Model D, $3500, the Franklin "little six". First among all road cars, the only automobile that satisfies the demand for a light-weight, full-sized, five-passenger "six".

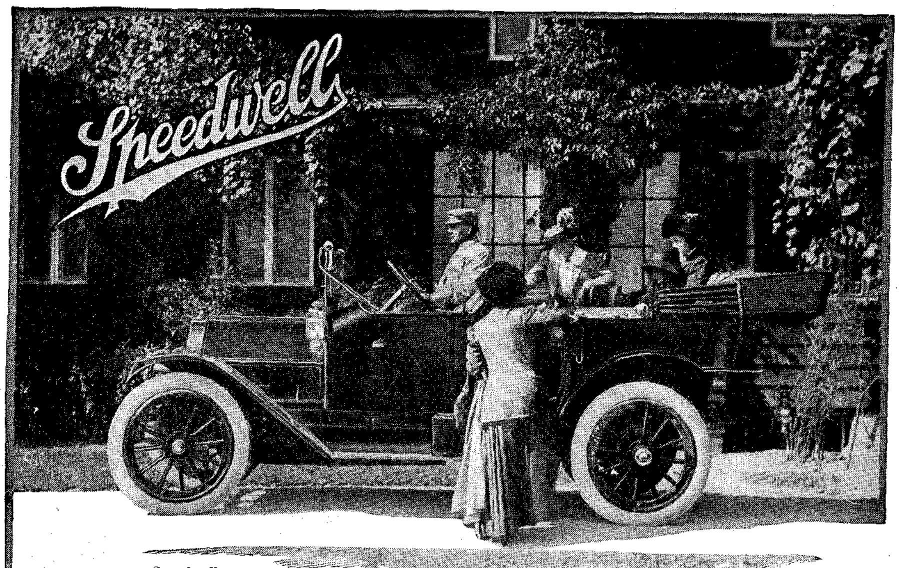
Model M, $2700, an automobile the majority of users want ninety per cent of the time. A sensible, medium-sized car that the man of moderate means can afford to own and use every day.

Model G, $1950, the best and most favorably known small touring car built. In quality, ability and beauty of design the G runabout is in a class entirely by itself.

All prices are F. O. B. Syracuse.

Send for intensely interesting booklet, "Hiram Percy Maxim, Air-Cooled Convert". It relates one of the most interesting changes of mind ever made by an engineer of recognized authority. We will be glad to mail you a Franklin catalogue upon receipt of your mailing address.

FRANKLIN AUTOMOBILE COMPANY Syracuse N Y



Speedwell seven-passenger, fore-door touring car, $2900. Top and Wind Shield not included. Standard chassis has 121-inch wheel base and 50 H. P.

"Here is a car that no man has ever worn out"

More than this car offers cannot be bought

For five years the Speedwell has been demonstrating the correctness of our belief that motor cars of the highest type *can* be produced to sell at medium prices—$2500 to $2900.

For the Speedwell concedes nothing to its costliest contemporary in structural soundness and strength; in luxury; in ease and comfort; in distinguished appearance—or in satisfactory performance.

On the contrary, it brings to you notable features of design and build that are peculier to itself.

The staunchest friends it has are men with means so ample that two or three thousand dollars added to the price of a car is of little or no consequence.

They drive the Speedwell for the same reason that the thoughtful buyer drives it:—

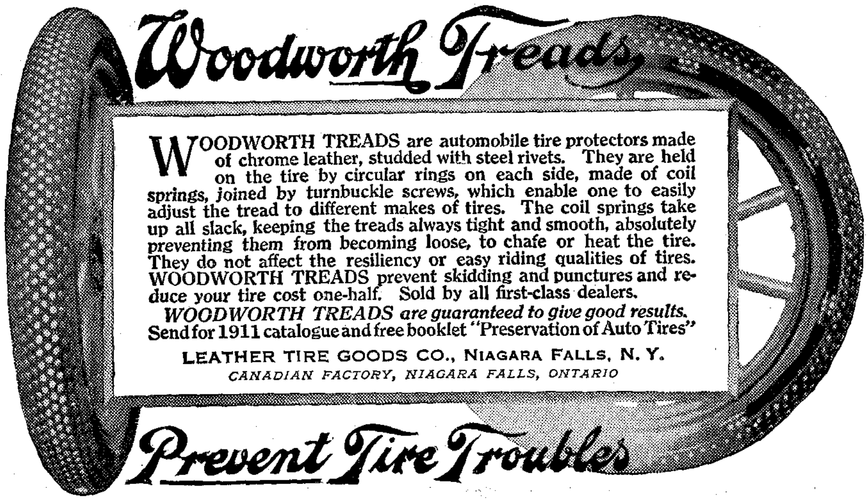
Because they have discovered the futility of attempting to buy more than it offers.

We picture here an incident that is only one of many illustrating the wonderful staunchness of the Speedwell.

A driver of a Speedwell car coming down a Cumberland Mountain road by moonlight, mistook a ditch dug across the path for a shadow, with the result as shown in the picture—the car going up over the dirt and rocks at least three feet and then plunging forward into the ditch, nearly turning somersault. And to quote the owner, "The only damage done was the glass broken out of one headlight, the under pan mashed and the front axle bent back about one inch at one end. The staunchness of this car is wonderful."

A request will bring you the catalog, showing all models in full colors; also "The Speedwell," a little motor paper full of interesting motor car information.

THE SPEEDWELL MOTOR CAR COMPANY, 305 Essex Ave., Dayton, Ohio.



WOODWORTH TREADS are automobile tire protectors made of chrome leather, studded with steel rivets. They are held on the tire by circular rings on each side, made of coil springs, joined by turnbuckle screws, which enable one to easily adjust the tread to different makes of tires. The coil springs take up all slack, keeping the treads always tight and smooth, absolutely preventing them from becoming loose, to chafe or heat the tire. They do not affect the resiliency or easy riding qualities of tires. WOODWORTH TREADS prevent skidding and punctures and reduce your tire cost one-half. Sold by all first-class dealers.

WOODWORTH TREADS are guaranteed to give good results.
Send for 1911 catalogue and free booklet "Preservation of Auto Tires"

LEATHER TIRE GOODS CO., NIAGARA FALLS, N. Y.
CANADIAN FACTORY, NIAGARA FALLS, ONTARIO

MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page* 686)

service departments of leading manufacturers have exerted notable influence. These departments are maintained in part for the purpose of keeping owners "pleased with their purchases." They correspond freely with owners of cars from their factories, and give advice without charge. Mr. Chapin is one of those who believe that "a satisfied owner sells more cars than all the other advertising we can do." He specifies several reasons for the decline in the cost of maintenance, as follows:

"Better steel, tires, paints and all materials.

"Higher standards of workmanship in all motor-car factories.

"Large production with lower part unit of cost.

"Efficient factory service departments always ready to assist owners.

"More experienced repair-shops in local agencies.

"Higher quality of brain efficiency used in automobile industry than ever before."

Mr. Chapin adds that "there is every reason to believe that the cost of maintaining automobiles will continue to decrease." He does not believe, however, that the cost of standard cars, made by manufacturers "who are taking legitimate profits," will show any decrease in future. Raw materials do not promise to become cheaper, nor does labor seem likely to accept lower wages. Upkeep, however, will from all appearances constantly tend to decline in cost.

DRIVING AND SHIFTING GEARS

A lecture on car-driving and the shifting of gears was given in New York recently by William H. Stewart, Jr., who is an officer of a large school where motoring is taught. He began with saying that the most difficult task for the novice is to learn how to master the shifting of the gear. He likened the disengaging by a novice of the clutch together with the speed-lever movement, to a boy's first attempt to pat himself on the head with one hand and rub his chest up and down with the other. The difficulty is that there are radically different things to do at one time. Once mastered, however, the art of driving is simple enough. Following are passages from his lecture as printed in the New York *Evening Post:*

"Preparatory to starting the engine one should always be cautious. First note that the gear lever is in neutral position; then set the emergency brake. This accomplished, the danger of being run over by one's car is eliminated. The next very important step is to fully retard the spark lever. With this in a safe position to avoid the fatal 'kick back,' and the throttle partially open, the engine is ready for the switch and cranking. Assuming that the engine is now started, advance the spark to the normal position on the quadrant and adjust the hand throttle until motor runs smoothly and without racing.

"The driver is then ready to take his position behind the wheel. Since most operators use the foot accelerator in preference to the hand throttle, let me assume its use in the present instance. Before starting the car it may be well to note a few 'Don'ts'; namely: Don't place the hands above the center of the steering-wheel at any time; don't take a death grip on the steering-wheel, as it looks awkward and is tiresome and dangerous; don't race the motor; don't move the gear lever

For Nervous Disorders
Take Horsford's Acid Phosphate
Especially recommended for the relief of nervous headache, exhaustion and insomnia.

without disengaging the clutch; don't let the clutch in fast, especially when starting the car from a standstill; don't move the feet away from the clutch pedal when the car is moving, it should always be in position; don't start the car on any other than first speed; don't slip the clutch too much, as it will burn or wear beyond repair; don't watch the fellow behind, as he is watching you; don't take your eyes off the road for any reason whatever while the car is rolling.

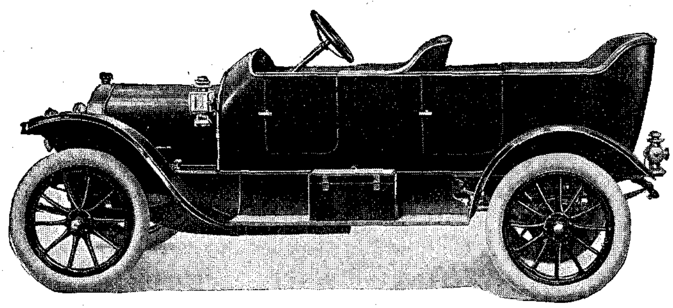
"With engine started and bearing these don'ts in mind, I will proceed to start the car. First throw out the clutch, release the emergency brake, and place gear lever in first speed. Then let clutch come back easily, accelerating engine as it takes the lead. When the car is rolling release the clutch again and shift from first to intermediate gear. This operation must be accomplished before the momentum already gained is lost, or it will be necessary to start over again on first speed. Having gained the intermediate speed and assuming the next to be the high, one should accelerate considerably and then repeat the former clutch and lever movement. At first it will be found difficult to judge the proper time when to shift the gears quickly and noiselessly. Most beginners dwell too long upon the shifting of the lever and hesitate to engage the clutch; it is well to note that the clutch may engage very rapidly, provided sufficient momentum is attained before the shift of gears is made. It is also well to remember that the power should be applied as the clutch begins to engage. If in advance of this a jolt is unavoidable, if too late, the motor may be stalled."

A FRENCH ROAD RACE

On Sunday, June 25, will be run at Boulogne-sur-Mer what is known as the "French light-car event," for which it is hoped to secure sixty entries. Eighteen cars have already been entered. It is expected that the race will unite a greater number of cars, and will be more keenly contested, than any French event within five years. Should sixty cars enter, it will be found necessary to run the race in groups of thirty or perhaps fifteen cars. Strenuous efforts are already being made to bring into this service the best French drivers, but this is attended by some difficulties, inasmuch as big French manufacturers some three years ago gave up racing entirely. Other details in the race are given as follows in a Paris letter to *Motor Age:*

"The race appealed to manufacturers because the only limitations were three liters cylinder capacity, which would just admit the popular type of car having a bore and stroke of about 3¼ by 5 inches. But competition is likely to be so keen that manufacturers are asking themselves if it is wise to put in their standard models when these are but slightly below the maximum cylinder area allowed. One firm, for instance, having a standard model 2.7 by 6.6, which gives about 2.6 liters, is almost convinced that it will be necessary to build a special motor with such increase of bore as will give the full 3 liters. Lion-Peugeot, the single- and twin-cylinder specialist, has just decided to add a four-cylinder series to its line, and will see to it that these have the full 3 liters capacity. Probably the cylinders will measure 2.9 by 6.7 inches.

"Gregoire has a standard model of 3.1 by 6.2 bore and stroke, which is too big to compete. The makers will make it fit by cutting down the stroke to 5.9 inches. The Excelsior standard models measure 3.3 by 5.1, which probably will be retained, for they just fit in the limits. It is interesting to note that altho the race is held under cylinder-volume rules, it is the long-stroke motor which is favored. Only a few years ago such rules would have brought forth a set of square motors. Now manufacturers are con-



Performance is the Only Measure of a Motor Car

THERE is just one thing which we all need to know about any motor car to be judges of its real value—we need to know its record of performance in the hands of owners. Not only its record for sturdiness and reliability, but for economy in fuel and oil consumption as well as maintenance expenses. From the crowd of meritorious cars, to which have been applied the various tests of price—quality—or luxurious and extravagant equipment—from this mass of reliable motors comes one car which seeks to be known by its efficiency and economy in operation. This car—the White—is gasoline-driven and has all the refinements of manufacture which modern engineering sciences can supply. The cylinder casting is en bloc —the motor is the long-stroke type—the transmission is selective with four forward speeds. In fact, nothing has been neglected, nothing omitted which could make a car better. It is built to endure. Larger and more cumbersome cars have been built, more powerful and consequently wasteful cars are built—but no factory, either at home or abroad, builds better.

Why White Gasoline Cars are Economical

THE White cars are economical because they are well built—proper steel alloys being used in the construction throughout. They are economical because they have four moderate sized cylinders—because they have the long-stroke engines which permit these moderate sized cylinders to develop more than 30 horse-power—because they have four forward speeds, allowing the driver to select a gear suited to the road condition—because being of moderate size and weight, White cars are easy on tires, the largest single item in upkeep expense.

BY every test of performance, the White car is the one that satisfies the greatest number of requirements—it does everything that may be done with any car—goes anywhere any car may go, but at a lower cost, and that is its demand upon your attention.

May we send you our new catalogue and
testimonials of owners?

The White Company

812 East 79th Street, CLEVELAND

vinced, that altho volume only is considered, it is advantageous to build with a long stroke.

"The starting and finishing-point and about one-half of the course are the same as for the last two voiturette races. But in view of the larger number of entries promised it has been necessary to make some changes to eliminate the narrower roads. To avoid the town of Desvres a cut is being made by widening and macadamizing a forest road. The course comprizes two absolute straightaways over six miles in length, as well as a portion of very hilly, winding road, and is probably one of the best combinations that could be found, for it allows unlimited speed and at the same time tests cars and drivers on the hills and bends."

THE COST OF KEEPING A CAR

An anonymous writer contributes to *The Automobile* an itemized account of the cost of keeping his car for a period of three and one-half years, in which is embraced what he calls "four full-driving seasons." He was about to exchange his car for a new one, and hence these figures are given to show how much his motoring cost him in the four seasons. He gives a preliminary reminder that, in any estimate of this kind, much depends on the sort of car one has used, that is, whether a large, medium, or small car, and whether or not a chauffeur was employed.

In his own case, he used a five-passenger, four-cylinder, thirty-five-horse-power touring-car, weighing, with equipment and five passengers, about 3,700 pounds. The car cost $2,600, and the writer was his own chauffeur, being "a mechanically inclined person." He derived much of his pleasure from the fact that he handled the wheel himself. The mileage for the four years amounted to 15,200, or an average of 3,800 miles per season, which is "a little more than the experts figure as the average car's yearly mileage." He owned this car continually for 189 weeks, and finds that the average expense per week, including everything, was about $21.50. In that time he used three complete sets of tires, including the set which came with the car, which means that each set was good for about 5,000 miles. He also purchased six inner tubes. The expense for tires was very materially reduced by the use of an electric vulcanizer. He itemizes as follows:

Tires, new and repairs	$489
Gasoline, 1,623 gallons	237
Cylinder oil and grease	43
Sundries—shock-absorbers, vulcanizer, tire irons, etc.	133
Two overhaulings, including varnishing, unisparker, new carbureter, etc., also incidental garage expense	475
Total operating expense	$ 1,379

These figures represent the total operating expenses for the four seasons. Other items were the following:

Insurance, liability only	$231
Interest on $2,600, 3 yrs. 7 mos. at 5% ..	465
Interest on $500, cost of garage	90
Depreciation, being allowed $600 for old car	1,900
Total expense, including operating cost	$4,063

Another item, not mentioned above, he specifies as special wearing-apparel for himself and his wife, their winter and summer robes, etc., "which will hardly foot up to less than $500." While these are items of cost, they are "not strictly chargeable to the car, but were necessary, nevertheless." He met with extremely few road troubles during the four seasons, and attributes this in considerable part to looking over his own car and "seeing that things were right before starting." His gasoline consumption he places at one gallon for each nine and one-half miles,

Never Wears Out

When you buy your car be sure to look beyond the mere article

LOOK up the concern back of it—its standing, reputation, size and business dealings—that is the guarantee that makes you safe.

For over half a century the name Corbin has stood for the best—whether locks, hardware or automobiles.

Behind every Corbin Car is a world-wide reputation. When you buy a Corbin you get a car produced in one of the best equipped and most thorough plants in the country.

A car made of strongest materials by skilled workmen who are their own severest critics.

A car that will give you dependable service and prove the cheapest and most economical by far in the end.

A car that is built expressly for every-day, steady, hard use. Easy to get at operating parts—large roomy seats—upholstered in the best quality of leather—a car of elegance and beauty—combined with durability and exceptional wearing qualities.

It isn't the first cost that should influence you altogether— it is the cost of maintenance that proves both the economy and worth of an automobile.

The actual performance of Corbin Cars in the hands of owners is one of the best guides to follow in your purchase. What it costs to run—the up-keep—is the real test.

Good reports are coming in from Corbin owners from all parts of the United States. They reflect the kind of material, the stability, the satisfactory running qualities, the perfectness of the Corbin Car, which is still further proof of superior value and consequently a car that will give lasting service and satisfaction.

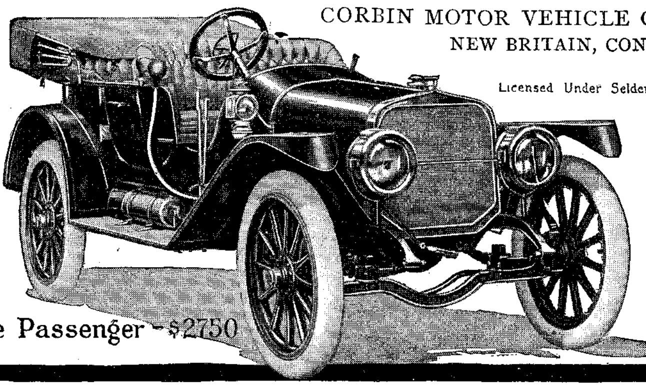
The 1911 Model 18 Corbin Five Passenger Touring Car $2750 is equipped with Imported Magneto, Top with full set of side Curtains, Prest-O-Lite Gas Tank, Headlights, Side and Tail Lamps, Batteries, Tire Holders, Q. D. Rims and full set of tools, etc.

¶Write today for our beautifully illustrated catalogue showing all models, including our 40 for $3000 and 30 for $2000.

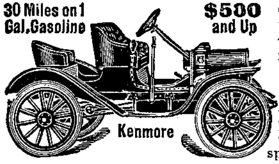
CORBIN MOTOR VEHICLE CORP'N
NEW BRITAIN, CONN.

Licensed Under Selden Patent

"New England Quality"



Model 18-Five Passenger—$2750



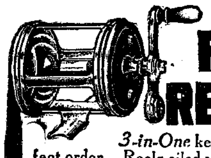
Just What You Have Been Waiting For

30 Miles on 1 Gal. Gasoline

$500 and Up

The nobbiest pleasure or business automobile on the market. Solid, cushion or pneumatic tires. Speedy, powerful, practical, simple. Will go anywhere, lowest cost of upkeep. Send for catalogue of this classy thoroughbred and our special introductory offer.

KENMORE MANUFACTURING CO., 349 Gaff Bldg., CHICAGO, ILL.



REEL REASONS 3 REGISTERED TRADE-MARK

3-in-One keeps all fishing tackle in perfect order. Reels oiled with 3-in-One won't stick or hang at critical moment. They always work easily and surely. 3-in-One will not gum, turn black or sticky.

3-in-One prevents rust on steel rods, keeps joints and connections clean and smooth, preserves wooden rods, too, making them tough and pliable.

Draw your line, silk or linen, through rag moistened with 3-in-One. Makes it stronger and last longer. Will not rot, twist or tangle, preserves, lines, nets and traps in either fresh or salt water.

FREE Try 3-in-One at our expense. Write for liberal free sample and booklet. 3-IN-ONE OIL COMPANY, 18 Broadway, New York

Bronze Memorial Tablets

Designs and Estimates Furnished
Jno. Williams, Inc. Bronze Foundry
538 West 27th Street New York
Write for our illustrated booklet, Free.

Save 9/10 of Your Tire Repair Expense

For *five cents* you, yourself, can *permanently* repair *any puncture—easier, quicker, and better than by vulcanizing.* Even the *worst blowout*—in tube or casing—can be quickly repaired with just your two hands and

TIRE-DOH
Trade Mark Reg. U.S. Patent Office

It makes a *permanent* repair as *tough* and *elastic* as the tire itself *at one-tenth the cost of vulcanizing.* Use it anywhere—in the shop or on the road. Only 15 minutes to repair a puncture, an hour for a blowout.

Besides saving nine-tenths of your tire repair expense you can *double the life of your casings* by promptly repairing cuts and sand pockets with Tire-Doh. Prove it to *your* satisfaction *at our risk.* We refund your money *upon request.* Ask your dealer for a Tire-Doh Outfit *today*—price, $2. Or send us $2 and get one *express prepaid.* You run no risk. Money back if you ask it. Order Tire-Doh now and save money.

Atlas Auto Supply Co., 63 East Adams Street, Chicago

"a fair result, considering that much driving was done in hilly countries." The cylinder oil averaged about one gallon for each 300 miles.

MOTORS FOR DEPARTMENT STORES

A writer in *The Automobile* discusses at much length the problems that have arisen in department stores from the use of motor, trucks and wagons. He shows with what success the problems have in some instances been solved and concludes the article with a series of questions propounded by him to one of the most successful department stores, and with these gives the answers he received:

"1. Do you use automobile delivery wagons at all? If so to what extent? *Ans.*—The delivery system includes thirty-two electric vehicles and four gasoline freight automobiles. Two of the gasoline automobiles are of 3½-ton rating and are used for transfer work, delivering goods from the store to railway stations in response to out-of-town demand. The remaining two gasoline automobiles are of 1-ton rating, and are prest into the service of making the long-distance hauls to Coney Island, Seagate, and other outlying districts that are too far away to be reached by the electric vehicles. The electric vehicles are used for the intermediate hauls; distances that are too great to be economically handled by means of horse-drawn vehicles. The short-haul work is taken care of by means of horse-drawn vehicles, comprizing 100 spans of horses and vehicles of the light delivery-wagon sort for the most part.

"2. Do you employ horse-drawn delivery wagons? If so to what extent? *Ans.*—Electric vehicles make from thirty to forty miles per day. Gasoline trucks travel about sixty miles per day. Horse-drawn vehicles average eleven miles per day.

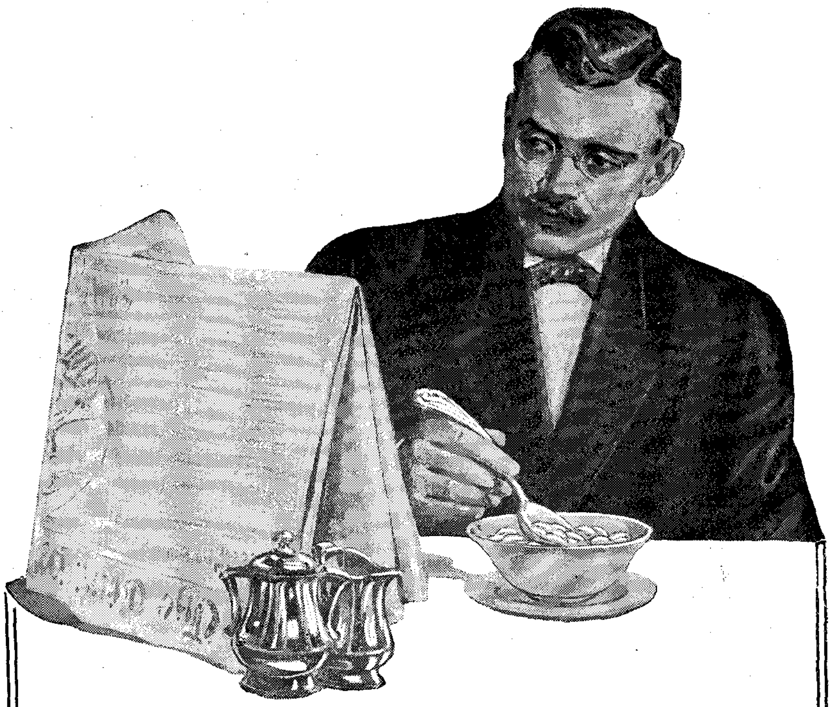
"3. Do you keep track of the cost of making delivery of goods by horse-drawn vehicles? *Ans.*—A system is used to direct the work, and records are kept.

"4. If automobiles are limited to long-haul work by you, state why? *Ans.*—Have not seen fit to use gasoline automobiles in short-haul work.

"5. Is it due to the fact that your horse-drawn vehicles are not suited to long-haul work? *Ans.*—Owing to the lack of ability of horse-drawn vehicles under conditions of long hauls a system as follows has been put into force: Deliveries are made by means of gasoline automobiles to certain centers as Woodlawn, Portchester, Newark, Hackensack, Coney Island, Seagate, and such other centers around New York City. Horse-drawn vehicles, which are stabled at these centers, are prest into service in the local delivery work.

"6. What is the speed at which you run your automobiles? *Ans.*—Gasoline automobiles, as used, have a speed of about fifteen miles per hour. Electric vehicles, as used, are designed to run at about ten to twelve

T A Trial 10 cent Package of "SALADA" TEA makes 40 cups
THE SALADA TEA CO.
198 West Broadway
New York.



The Business Man's Ideal Lunch

Brain workers know that a hearty lunch lessens one's powers. For a couple of hours one is not at his best.

And we all know why. The blood is drawn to the stomach to supply digestive fluid. One's energy is consumed in digestion.

The ideal solution is Puffed Wheat or Puffed Rice, served in a bowl of milk. Here are whole-grain foods with all the food granules literally blasted to pieces. By no other process are cereal foods made even half so digestible.

And men like them. For months we conducted a lunch room in the heart of New York City to find out men's tastes in cereals. With all the ready-cooked cereals to choose from, four out of five chose Puffed Wheat or Puffed Rice.

Between-Meal Foods
Bedtime Foods

For the same reason Puffed Wheat and Puffed Rice are ideal for children. Not only at mealtime, but between meals. One can eat at any hour foods which don't tax the stomach.

And children delight in them. The grains are like nuts—so much like nuts that countless children use them in candy making.

Many able physicians, when the stomach needs rest, are advising Puffed Wheat and Puffed Rice. When ease of digestion is of any importance, the best possible foods are these crisp, puffed grains.

Puffed Wheat, 10c
Puffed Rice, 15c
Except in Extreme West

These foods are prepared by Prof. Anderson's process, by which all the food granules are exploded by steam. The raw grains are sealed up in great steel guns. Then the guns are revolved for sixty minutes in a heat of 550 degrees. Thus the moisture in the grain is turned to steam and brought to tremendous pressure.

Suddenly the guns are unsealed and the steam explodes. The grains are puffed to eight times normal size—made four times as porous as bread. Every food granule is blasted to pieces, so the digestive juices can instantly act. Yet the coats of the grain are unbroken.

The result is these delicious, digestible grains—porous, crisp, nut-like and brown.

Serving With Fruit

One capital way to serve these puffed grains is to mix them with sliced bananas or berries. The blended flavors make an enticing dish.

The common way is to serve with cream or milk, like any breakfast cereal. Or serve them in milk, like crackers or bread. People are now eating 18,000,000 dishes a month. Isn't it your turn to begin?

Made only by The Quaker Oats Company

(117)

miles per hour. Horse-drawn vehicles make about three and one-half miles per hour.

"7. What kind of automobiles do you run? *Ans.*—Electric vehicles are fitted with both lead-lead and nickel-iron batteries. Four makes of electric vehicles are in service here.

"8. How many trips per day do you get out of your automobiles? *Ans.*—Long hauls, using gasoline automobiles, generally one trip per day; two trips on Saturday and during special occasions. Intermediate hauls, using electric vehicles, two trips per day, and on special occasions three trips per day. Horse-drawn vehicles for the local deliveries up to the limit of ability.

"9. What is the average mileage per trip and per day? *Ans.*—Gasoline automobiles make sixty miles per day. Electric vehicles make thirty to forty miles per day, and horse-drawn vehicles average eleven miles per day.

"10. What is the number of trips that you realize per day with horses? *Ans.*—There seems to be no way of making a comparison of the value of the service rendered by the respective makes of vehicles.

"11. How do you keep track of the services that you realize from horses? *Ans.*—A system of 'logs' is employed in the accounting department, by means of which each vehicle, by number, is reached from day to day. Mileage, trips, accidents, etc., are noted. A record of all costs is kept. Extraordinary expenses, as results of accidents, are kept separately.

Besides these replies, the same department store gave to the writer of the article a statement of the cost of operating wagons and trucks of different types, as follows:

RECORD OF A 3½-TON GASOLINE TRUCK

Cost of maintenance	$2,486.97
Mileage covered from April 10, 1910, to January 1, 1911	14,220
Per ton mile	4.99

ELECTRIC DELIVERY WAGONS EQUIPPED WITH LEAD BATTERIES

Cost of maintenance for 14 vehicles	$12,445.29
Mileage covered	112,089
Per mile	11.13

ELECTRIC DELIVERY WAGONS EQUIPPED WITH NICKEL-IRON BATTERIES

Cost of maintenance for 18 vehicles	$15,463.78
Mileage covered	162,856
Per mile	9.49

SUMMARY OF COSTS OF DELIVERY BY MEANS OF ELECTRIC VEHICLES

Cost of maintenance for 32 electric vehicles	$27,909.07
Total mileage made	274,945
Per mile	10.15

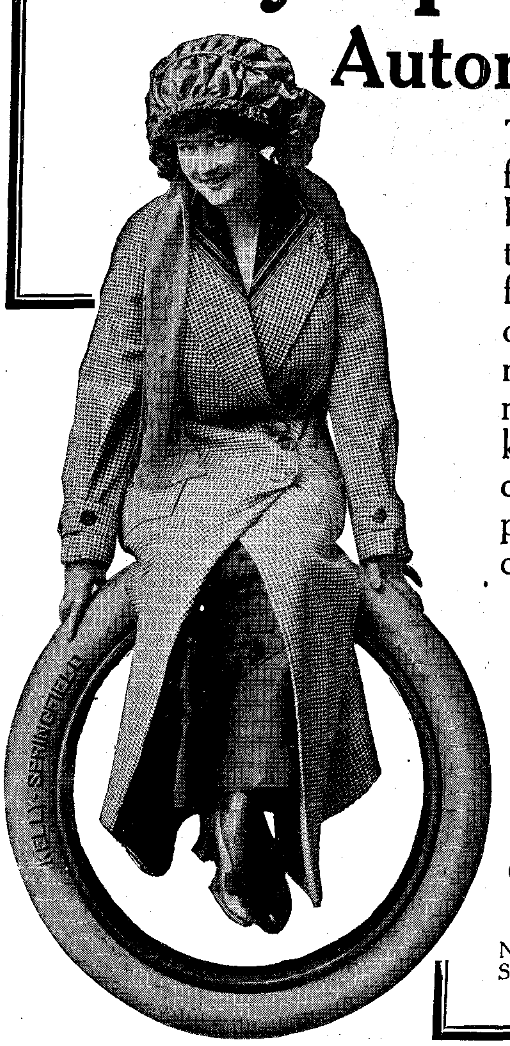
DEALING IN SECOND-HAND CARS

A symposium of trade reports from trade centers throughout the country is printed by *Motor Age*, which deduces from them, among other things, that, from "every city comes the wail of second-hand trouble." Dealers thoroughly agree that this is "the biggest problem they have to contend with." Trade associations in some cities have wrestled with the problem with good results, altho "there is scarcely a case on record where the second-hand industry is in that healthy condition it should be." The writer says:

"It is the dealers themselves who made the second-hand situation what it is, and it is these same dealers who are to-day paying the penalty of their folly. Three years ago when the second-hand situation was beginning to exhibit itself the dealers in some sections tried to solve the problem, but without success, and it is questionable if any organization of dealers ever will be able to satisfactorily wrestle with the problem.

"In some cities the dealers have organized and have among themselves agreed upon a valuation for different makes of second-hand cars. To explain: It was agreed that a Smith car, 1909 model, should be valued at $1,700; that a Smith car, 1908 model, should be

Kelly-Springfield
Automobile Tires



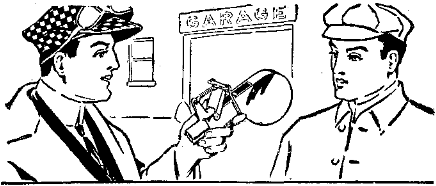
There can be no substitute for *quality* in an automobile tire, any more than there can be a substitute for *knowledge* of road requirements and how to meet them. Under the name, Kelly-Springfield, knowledge and quality combine to make a tire as perfect as a motor car tire can be made.

On my 40 h.p. Locomobile, I have driven a Kelly-Springfield Tire over 12,000 miles, and I know these tires give a greater mileage than any other make I have tried.

I. H. DOWNES, of Carter Garage Co.,
New York City.

Specify Kelly-Springfield Tires on your automobile. They cost no more than any first-class tire and are better

Consolidated Rubber Tire Co.
20 Vesey Street, New York
BRANCH OFFICES:
New York, Chicago, Philadelphia, Boston, St. Louis, Detroit, Cincinnati, San Francisco, Los Angeles and Akron, Ohio



PUT THIS ON MY CAR WHILE I WAIT

HERE'S ANOTHER MOTORIST
who has found out that

JERICHO

Is the Perfect Motor Car Signal that "Warns Without Offense"

Note the eagerness with which he approaches the repair man.

Note the look of satisfaction on his face.

They all look that way, once they become acquainted with the merits of this most efficient of Motor Car Signals.

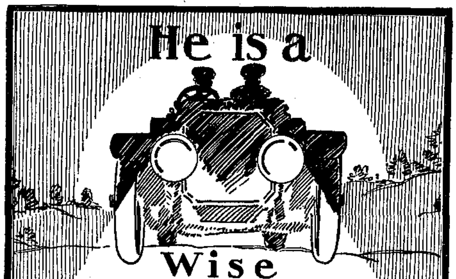
Best of all—that expression lingers—because the merits of **JERICHO** are lasting.

The price: $7 to $10, according to size required.

The place: Of any accessory dealer or direct.

The Randall-Faichney Company
BOSTON, U.S.A.

Send for illustrated booklet 15 on Accessories you need for your car



Wise Motor Owner

who knows a good lubricant.
The best is

Panhard Oil
of the Checkerboard Mark

Refined from Pennsylvania Crude Oil.
Always the same—every gallon and every drop.
Will not carbonize if properly used.
Free of free carbon—filtered just enough.
Perfect lubricating body—not excessively filtered.
Holds its body always under high or normal temperatures.

Don't merely ask for "good oil"—say Panhard.

Sold in "Checker Board" Cans or in Bulk at your dealer's. Send your dealer's name and **I'll mail FREE my book "MOTOR LUBRICATION."**

George A. Haws, 68 Pine St., New York

To Dealers *A special co-operative plan. Write for it.*

valued at $1,000; that a 1909 Jones car should be valued at not over $700; that a 1908 Brown car should be valued at not over $500. In the same way this valuation scheme applied to all the different makes of cars in the country. The dealers agreed not to allow more on a trade than the figures agreed upon, but they could make the deal at as much under these figures as desirable. It was generally expected that such a situation would work satisfactorily, but where it is in use there seems to be about as much trouble as where it has not been installed. The trouble is due to dealers not standing by the agreement and allowing more for the second-hand car than the schedule calls for. So long as dealers can not be bound to stand by agreements, just so long will a schedule of this nature be without the desired effect."

The writer remarks further that this problem is one which, to a large extent, each dealer must handle for himself. Inevitably it will be handled in different ways, one dealer succeeding with second-hand cars while another fails and may go into bankruptcy because of it. One important point is for a dealer to organize a force of salesmen especially competent to work off second-hand cars. This force "should be as big as his force for selling new cars." A different kind of argument is needed. Rarely does it happen that a salesman, successful with new cars, succeeds with second-hand ones. The salesman handling new cars deals with men who have already owned cars, or who are capable of buying new ones, while the salesman with second-hand cars deals with buyers looking for standard cars at low prices. Among the reasons cited by the writer for losses in second-hand dealings is that "dealers have failed to keep track of what a second-hand car really costs them":

"A dealer allows $1,000 in trade for a second-hand car. He puts this car in his repair shop and entirely overhauls it, putting in new bearings in places, adjusting all of the parts, adding a new magneto, painting the body, and in some cases putting on better tires. If the dealer does not keep track of every cent of money required for labor on this car and every cent required for putting it into selling shape, he is not operating along the proper lines. He should know all of these facts, and more, he should understand that after he sells the second-hand car he is going to be at some expense making the little repairs upon it, so that when he has sold it he is not even then ready to know what the exact cost of the second-hand car to him has been. Every dealer should put in a system of cost on second-hand cars, and only then will he know the facts and be able to profit by the information thus gained.

"The real ability of any dealer to handle second-hand cars is known only by himself, and often he does not know it. You can not appoint any officer or delegate any organization that would know whether a dealer could make a success of second-hand cars or not. Only those dealers will make money on the second-hand business who study the situation and give it as much attention as the selling of new cars. Up to the present many dealers have not devoted their efforts along the proper lines. They must study the second-hand problem; they must study the people to whom they expect to sell, and they must use their best judgments in selecting salesmen, salesmen, perhaps, whom they could not consider satisfactory for new cars, but who may be the most brilliant successes in turning over second-hand products. It is by making a study of these men that the wide-awake dealer can arrange his forces so as to get the best results.

"But despite the fact that a dealer may have the best organization for selling second-

Tarvia
Preserves Roads
Prevents Dust

Hazel Avenue, Buena Park, Chicago, Ill., constructed with Tarvia X.

Adding to the Life of Macadam

Ordinary macadam belongs to the past. It is not adequate to meet the demands of modern automobile traffic.

It must be discarded or *tarviated.*

A tarviated road costs a little more than ordinary macadam, but lasts so much longer that the addition of the Tarvia is more than paid for in the reduction of maintenance.

Tarvia makes a firm elastic matrix around the stone, filling all voids, excluding water, and resisting pulverization of the surface.

For an old road that cannot be rebuilt or resurfaced, the "sprinkling" or "surface" treatment known as "Tarvia B" treatment is highly effective. One treatment will give excellent results for a season, or even longer, depending upon the amount of traffic. This treatment is quite inexpensive.

Tarvia gets at the original causes of road waste and disintegration. Oils and other devices simply make the dust too heavy to rise. They have little or no bonding or preservative properties.

Tarvia is made in three grades:—

Tarvia X, for road construction.

Tarvia A, for use in surfacing old roads and keeping them dustless.

Tarvia B, for dust suppression on old roads.

Road Engineers, road authorities, automobile owners and residents along macadam roads are invited to send for our booklet.

Address nearest office.

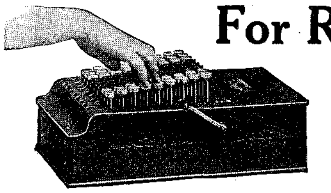
BARRETT MANUFACTURING CO.

New York
Philadelphia
St. Louis
Pittsburg
Kansas City
New Orleans

Chicago
Boston
Cleveland
Cincinnati
Minneapolis
Seattle

TRADE B MARK

London, Eng.



For Rapid Adding and Figuring

The Comptometer is to the bookkeeper, bill clerk or accountant what the typewriter is to the correspondent—an economic necessity.

Time spent on figure work that a machine will do quicker, easier and more accurately is needless waste of mental energy.

The Comptometer not only saves time, but prevents many costly errors.

With very little practice anyone can add more columns, cross footings, scattered items in an hour than could possibly be added in two hours by any other means.

That's enough to commend it—*but it does more.*

Being exclusively key-driven—no lever to pull—it makes swift work of extending and checking bills, inventories—handles fractions and chain discounts as easily as whole numbers; prorates costs, figures percentages, etc.

Atkins-McGee Supply Co., Denver, Col., says: "18 months' use of the Comptometer has saved us at least $500.00."

Comptometer
ADDS MVLTIPLIES DIVIDES SVBTRACTS

Write for descriptive booklet; or let us send you a Comptometer on free trial, prepaid U. S. or Canada.

FELT & TARRANT MFG. CO.
1731 N. Paulina Street, Chicago, Ill.

Did You *Think* what Some Men *Said?*

Many friends and customers in the past have either spoken or written to me in language something like this:

"Your method of selling cigars strikes me as being the fairest possible; the tobacco you use and the workmanship you employ are good, but I prefer a *thicker* cigar. Why don't you put the same quality into a cigar a little shorter and fatter than your Panatela?"

It struck me that perhaps I was overlooking the men who like a fuller, richer flavor, so last October I put out a new 4¼ inch cigar—the Shivers' Club Special.

In the good old words of the country editor, the Club Special "filled a long felt want." I have sold nearly half-a-million of them already—and the demand has just started.

In everything except shape the Club Special is the same as my famous Panatela—real, Cuban grown Havana filler and genuine Sumatra wrapper, hand made by expert men cigar-makers in the cleanest of cigar factories. The same selling offer applies to the Club Special, too. Here it is.

MY OFFER IS: I will, upon request, send fifty Shivers' Club Special Cigars to a reader of the Literary Digest, express prepaid. He may smoke ten of these cigars and return the remaining forty at my expense, if he is not pleased with them; if he is pleased with them, and keeps them, he agrees to remit the price, $2.50, within ten days. (This applies as well to my Panatela Cigar.)

SHIVERS' CLUB SPECIAL
EXACT SIZE AND SHAPE

In ordering please state whether you prefer mild, medium or strong cigars, and use business stationery or give reference. I would especially like all my old customers to try the Club Special.

HERBERT D. SHIVERS
913 Filbert Street Philadelphia, Pa.

You Need Protection From Fire and Theft

Insurance can not replace everything. Money is no substitute for priceless papers and family valuables. Make them secure by keeping them in

THE SAFE-CABINET

It is fire-proof and thief-proof. Made of steel and fire-resisting materials throughout. Fitted with combination lock. Holds four times as much as a safe the same size. Interior adjustable to suit any office filing system or any home requirements. All sizes for all needs from $18.75 up, F. O. B. Factory, Marietta, O. Delivered prices on request.

Sold by dealers. Write for Booklet L. 2

THE SAFE-CABINET COMPANY
Sales Dept., 99 Perin Bldg., Cincinnati

hand cars he can never make a success of it if he allows too much on the second-hand car when he takes it on trade for the new car he has sold. The dealer must not allow too much for the old car. It is better for him to lose a sale than lose money by taking in a second-hand car. If the dealer wishes to give the buyer a big slice of his legitimate profit then he can not hope to be a permanent factor. He had better go into wholesale charities. The dealer who will allow $1,000 for a second-hand car that cost $800 a year ago must pay the penalty himself. If he has not common judgment then he is not fit for the motor-car or any other business. He should recognize his proper level and get into an industry that he is big enough to work in."

Among the contributions to *Motor Age's* symposium is a letter from Indianapolis, in which is given a speech, made at a banquet in that city by C. C. Hanch, who declared that the second-hand problem was not a problem at all but "a condition," of which ninety-nine per cent. "had been created by motor-car dealers themselves." In the course of his remarks Mr. Hanch said:

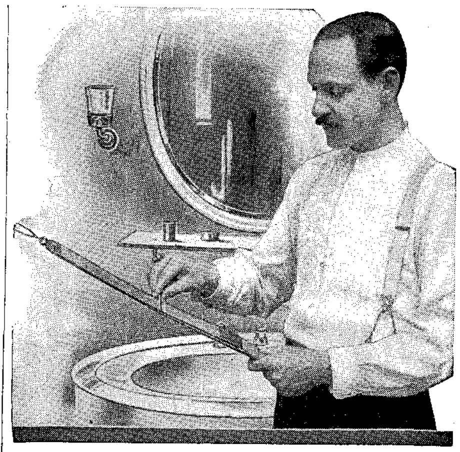
"A certain dealer recently allowed a customer $1,500 in trade for a 1907 model of a certain car, which cost the user $1,600 in the first instance. The condition has largely grown out of the erroneous theory that trading a new car for a second-hand one, and obtaining a few dollars to boot, is making a sale. By the widest possible stretch of the imagination, such a transaction could not be classed within the category of salesmanship. Anybody can give away goods.

"Dealers who engage in such transactions will, in the course of time, when the motors car business gets down to a real competitive basis, find themselves in a different class and commanding a different consideration from what they now enjoy. It is unnecessary to say that the scale will be lower down. Some motor-car dealers think they are now experiencing competition. Dealers, as yet, have not learned what the word competition means, and in the final round-up, when the law of the survival of the fittest will prevail, those who do not profit by the experience of other lines will find themselves in the laudable undertaking of trying to trade an aeroplane for a wheelbarrow.

"One of the fundamental troubles is that some persons connected with the motor-car industry have failed to realize that the interests of the manufacturer, the dealer and the user are all common. Any practise which conserves the interest of one party to the detriment of either of the others will result, in the end, in conditions unfavorable to all parties. A bargain that is not good for the maker, the dealer, and the user is a bad bargain for all parties concerned, including the party who gets all of the best of the bargain.

"I wish to state a few facts that are of interest: First: It is against the best interests of the dealer and maker to persuade a customer to sell a used car before he has had proper and reasonable service out of the same. Second: Trading a new car for a second-hand car, with a difference to boot, either large or small, in no case creates or makes a sale of a new car. In result it simply places a new car where a sale had formerly been created, and compels the dealer to create a market for the second-hand car, and, in many cases, the moving of the two cars involves more labor than it would require to find a market for, and sell, one new car, and, at the same time, the profit on the trading transaction, in about nine cases out of ten, is less than the profit of making an initial sale.

"Third: Selling second-hand cars, in about seven cases out of ten, creates dissatisfied customers. Why? The purchaser of a second-hand car, in about four cases out of five, is misled, either unintentionally or intentionally, in regard to the condition of his purchase. His mind is poisoned against the



THE NEW

TORREY Honing Strop

The Wonderful Discovery of The World's Greatest Strop Makers

You've heard of Torrey strops ever since you were a "little shaver."

You know the name has always been connected with the best—the one strop that could be depended upon to keep a razor in condition.

Well, now, after half a century of experience, we have produced a strop that is infinitely superior to any that has ever been placed on the market before.

This strop—the new Torrey Honing Strop—was made possible by the discovery of a wonderful, new sharpening preparation made by the head of our firm after much experimenting.

The sharpening side of the new Torrey Honing Strop is surfaced with this preparation. It will never need renewing—with ordinary care it will last as long as a man needs a razor. The finishing side of this strop is made of specially prepared and treated leather. It is ready for instant use, requires no breaking in.

In the use of this strop you will find the secret of shaving comfort. You'll be able to shave every day, smooth and close, without the slightest smarting of the skin.

We want good, live dealers in every town to supply the demand for this wonderful strop. If there is no dealer near you, write to us direct. Prices 50c, 75c, $1.00, $1.50, $2.00 and $2.50.

Get a Torrey Razor —the Best Made

J. R. TORREY & CO.
Dept. C. Worcester, Mass.

"Makers of Sorrow and Makers of Joy"

By DORA MELEGARI
Authorized Translation

"The day will come when every sincerely good human being will be as careful not to be a maker of sorrow as not to commit deeds that are dishonest and cruel. Happiness or unhappiness resides in one's own heart, not only because of the satisfaction or dissatisfaction he derives from the richness or poverty of his inner life and communion with the divine, but because he learns to feel and enjoy the warmth and brightness radiated by human sympathy."—*The Author.*

12mo. Cloth. $1.25 *net;* postpaid, $1.32

FUNK & WAGNALLS COMPANY
44-60 East 23d Street - - New York

motor-car industry in general, and against the dealer and the second-hand dealer in particular.

"Fourth: Trading new cars for second-hand cars does not appreciably increase the number of cars used. New cars are now made adapted to the pocket-book of any second-hand buyer.

"Fifth: If dealers did not make improvident offers for second-hand cars, owners would either sell such cars on their own account, keep them for emergency use, or continue to use them regularly. In either of two events, the market for a new car would be left open, where, otherwise, a second-hand car would have to be sold.

PROGRESS WITH MOTOR-SLEDS

During the past winter what are called "gigantic strides" have been made in the development of the motor-sled, or what is more technically known as the windsled, dependent on motor power for propulsion. It is predicted by *Motor Age* that the dreamers of past years, who have said that winter motoring would eventually be as popular as summer may yet realize their dreams. While European makers have made better progress than Americans with this industry, it is recalled that many years ago an American manufacturer made a motor-sled for an arctic explorer and last winter practical American mechanics "brought out several clever ideas." These devices had mostly to do with a combination of propeller and engine as borrowed from the aeroplane.

Machines of this kind have been built that are capable of better speed over ice than seventy miles an hour. By another winter it is declared that the speed on ice will be increased to one hundred miles an hour. The writer of the article in *Motor Age* doubts, however, that it will ever be possible for a motor-sled to attain the speed already reached by a motor-car. Over the sand beach at Daytona, Fla., a car has already made 132 miles an hour. There is no doubt, however, that before long "the old-fashioned iceboat, that skimming-dish which flees over the ice faster than the wind, will be thrust into the background by the more modern invention." The writer adds:

> "The wind is fast, but gasoline power is faster, and in the battle with old Boreas it will be found that the motor will be far more reliable than any craft which has to depend upon sails and a gale of wind for its power. The motor, of course, can travel faster with the wind favorable, but it is by no means dependent upon King Boreas when it comes to navigating on the ice.
>
> "With the improvements that are being made in the windsled it would not seem a wild prognostication to predict that by 1915 even the motor-car will feel the effect of this new branch of the industry, if it may be called such. At the present time the motoring world has to turn to Florida for its speed excitement, for the southern beach apparently offers the fastest surface of any in the world. Stretch the imagination a bit and look ahead three years. Imagine the windsled, motor-propelled, perfected to such an extent that 150 miles an hour is a possibility. Imagine one of your real old-fashioned winters in New York, with firm ice making an ideal speedway up the Hudson.
>
> "But it takes time to develop these things and the inventors are just getting started. At the present time they seem to be working along two or three different lines. Some—principally foreigners—have attempted to apply their ideas direct to the motor-car, either by means of sledges fitted to the wheels, or huge spurred wheels that will get traction

"Firestone"
NON-SKID
TIRES
and
Quick-Detachable
DEMOUNTABLE
RIMS

We Make Only
Tires and Rims

Specializing in these products to the exclusion of all others, and adhering to the Firestone policy of making *only the best*

Explains Why

—this company is steadily outdistancing all competitors in the rapidity of its growth,

—the Firestone demand comes from the *individual car owner*, the man who measures tire value by actual tire service given—instead of from the *price-and-quantity* tire buyer,

—Firestone tires and rims give you the best service of all—the highest example of specialized tire and rim manufacture.

Smooth treads for regular service; Non-Skids to ensure safety on slippery streets.

Firestone Quick-detachable Demountable Rims to carry your spare tires inflated, ready for instant change in case of tire trouble.

THE FIRESTONE TIRE & RUBBER COMPANY

"America's largest exclusive tire and rim makers."

Akron, O., and all principal cities

SOLARCLIPSE

The Double-Efficiency Motor Lamp

Solarclipse is the lamp with two fields of light—long and short rays for country and city.

The long beams penetrate far into the distance.

The short rays are widespread, allowing the driver to practically see around corners.

You may use both at once, or the short rays alone, the change being made from the driver's seat.

Such lamps are necessities on long tours and convenient in passing through cities and towns where searchlight beams are prohibited.

We make Solar Lamps for all known motor needs, including electric headlights, limousine lamps and side and tail lights; combination gas and electric headlights, combination oil and electric side and tail lights, combination oil and gas motor truck lamps.

Write for the book that tells all about them. (124)

The Solarclipse

Kenosha, Wis. BADGER BRASS MFG. CO. New York City

Fashion Plate
Fashion

It's not our business to "create styles."

It is our business to know all styles, to choose the best and then skillfully cut our clothing.

No extremes, no freaks, no clothes that are funny on Fifth Avenue.

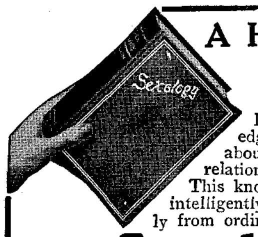
But always clothes for gentlemen and their sons—well cut, well made, and moderately priced.

Spring styles now at our own New York retail stores and at one progressive clothier's in many other cities.

Rogers Peet & Company

New York City

258 Broadway at Warren St.
842 Broadway at 13th St.
1302 Broadway at 34th St.



A Happy Marriage

Depends largely on a knowledge of the whole truth about self and sex and their relation to life and health. This knowledge does not come intelligently of itself, nor correctly from ordinary everyday sources.

Sexology

(*Illustrated*)

by William H. Walling, A.M., M.D., imparts in a clear, wholesome way, in one volume:

Knowledge a Young Man Should Have.
Knowledge a Young Husband Should Have.
Knowledge a Father Should Have.
Knowledge a Father Should Impart to His Son.
Medical Knowledge a Husband Should Have.
Knowledge a Young Woman Should Have.
Knowledge a Young Wife Should Have.
Knowledge a Mother Should Have.
Knowledge a Mother Should Impart to Her Daughter.
Medical Knowledge a Wife Should Have.

All in one volume. Illustrated. $2.00, postpaid

Write for "Other People's Opinions" and Table of Contents

Puritan Pub. Co., 777 Perry Bldg., Phila., Pa.

in the deepest of snows. Others have substituted runners for the front wheels and put chains on the rear ones. Still others have attempted to apply the motor power by means of spur wheels which dig into the ice or snow, the power for which is furnished by a motor-car engine."

Henry Ford is declared to have been the pioneer in America in bringing out the possibilities of motoring on ice. In a six-cylinder sled of his own construction he has traveled a mile in thirty-nine seconds on Lake St. Clair, near Detroit. On this lake ice-boats are extremely popular and motor-cars have often contested races with them. One of the latest windsleds that has attracted attention was produced at Saranac Lake, where it traveled on ice having a coating of one and one-half inches of snow, at the rate of seventy miles an hour. Under right conditions the maker believes he can make 100 miles an hour. Other items in the *Motor Age* article are as follows:

"Count de Lesseps has built for his own use on the frozen lakes and rivers of Canada a propeller-driven sled which is reported to have shown great speed and power on the level, snow-covered stretches of ice in the dominion. The sled is driven by a four-cylinder aeroplane motor and the propeller is geared by a chain and sprockets to the end of the driving-shaft so that it will turn 900 revolutions a minute. The forward runners are steered by a wheel the same as the front wheels of a motor-car, and there is a marine type reversing gear in the transmission that takes the place of the usual change-speed gearing used in motor-cars.

"Under the center of the body is a unique brake in the form of a transverse rod in which is fixt a series of string teeth that can be bought down in contact with the snow or ice by means of a lever and rods.

"The Franklin, Overland, de Lesseps and Swain machines are essentially windsleds but there are other ideas which differ somewhat in the application in that runners are placed in front and the rear wheels retained for power-making purposes. One of these is the result of the inventive ideas of C. H. Smith of Rockford, Ill., who placed front runners on his Ford. This is a convertible idea, Mr. Smith removing the front tires and substituting runners of channel steel which are fastened on by a bolt through the valve hole of the rim. The wheel is wedged both front and rear to keep it from revolving, and there is a ⅜-inch rod running from the front end of the runner over the rim and fastened to the rear end of the runner with a nut. The rear wheels are chained.

"In France inventors have turned out a device that is intended for use in connection with the regulation motor-car—runners which are attached to the front wheels and runners which are fastened to the rear axle, the idea being to permit the car being slid along on the snow. Two sets of tires are fitted to the rear wheels and being heavily chained, power is obtained in this manner. The front runners are pointed like the prow of a boat in order that the rig may push its way through deep snow readily. The rear runners are slightly different in construction, not being called upon to break the going so much as are the front ones.

BUILDING ROADS FOR MOTOR-CARS

Logan Waller Page, the Federal Director of Public Roads, read, some weeks ago at the annual meeting of the Society of Automobile Engineers, a paper in which he considered the problems involved in the construction of roads for motor traffic. Conditions here are different from those which affect roads for

Sparkling Londonderry Lithia
Londonderry Lithia Spring Water Co.
Nashua, N. H.

Londonderry

A valuable medicinal water and specific, recommended and prescribed by physicians for its curative alkaline properties.

A delightful table water, for dining, for blending, for healthful refreshment on every occasion.

The sparkling (effervescent) in the usual three table sizes. The plain (still) in half-gallon bottles for home use.

Londonderry Lithia Spring Water Co., Nashua, N. H.

The Latest and Best Book

Hypnotism and Treatment by Suggestion

By J. MILNE BRAMWELL, M.B.C.M.

Author of "Hypnotism: Its History, Practice and Theory," etc.

☞ **Expressly written for Practising Physicians who wish to Employ "Treatment by Suggestion" in their practice**

CONTENTS:

Historical—Surgical Cases—Medical Cases—Telepathy, Clairvoyance, Rapport, Theory of Hypnotism—Methods—Suggestibility, and the Causes which Influence It—Suggestion in Ordinary Medicine and in Quackery—Summary, Conclusion.

(Modern Methods of Treatment Series.) 12mo. Cloth. 216 pages. $1.75 net; postpaid, $1.8.

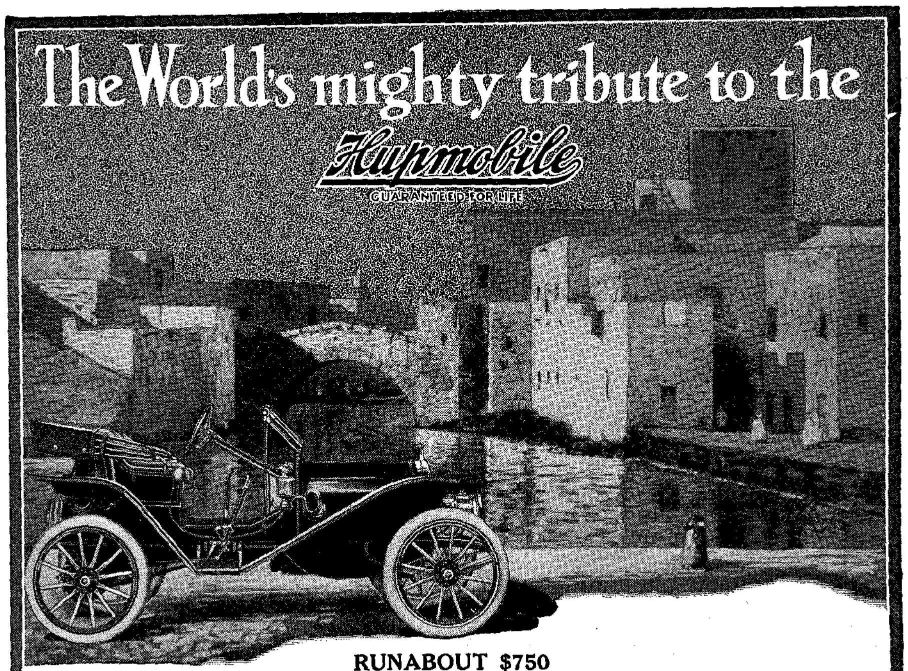
FUNK & WAGNALLS COMPANY, Publisher
44-60 East 23d Street, New York

horse-drawn vehicles. Horse-drawn traffic wears out a road in two ways—by actual wear of the surface from impact and abrasion by the horse's shoes and the wheel's tires, and by disintegration of the road's surface. These influences, however, wear out a road "slowly and uniformly." In a macadam road the rubber-tired car causes little actual wear of the material of which the road is built, but the fragments of stone of which the road is built are liable to be displaced by the powerful shearing action of the car-wheels, unless these fragments are firmly held in place. This action of the car increases with the speed and the weight of the load, and is most pronounced on curves and when chains are used. A road intended for horse traffic should have a certain degree of resiliency, whereas in roads used by motor-cars resiliency is a minor consideration because of the cushions which the rubber tires provide. An automobile speedway or track may, therefore, be constructed of rigid material, such as cement, concrete, or even brick. Such roads "are particularly well adapted to withstand the shearing action of machines driven at high speed." When well constructed with properly banked curves, they "should be practically unaffected by automobile traffic, lasting indefinitely." Mr. Page said further:

"Macadam or gravel roads surfaced with a good grade of bituminous binder may give temporary satisfaction for this class of traffic, but it is doubtful if either the bituminous surfaced or bituminous constructed road will eventually prove as economical, owing to the necessity for more frequent treatment or repairs.

"The very factors that make cement concrete, bricks and blocks desirable materials for the construction of strictly automobile roads cause them to be far from ideal materials for the construction of roads subjected to mixt traffic. Brick and cement concrete, being non-resilient, are hard upon horses and make noisy roads under the impact of iron-shod hoofs. Such roads are, therefore, undesirable for parkways and pleasure drives. Besides this, all types of brick and block pavements are at the present time far too expensive for the average park and pleasure drive. Surface-treated macadam and gravel roads are, as a rule, well adapted for the class of traffic here encountered, providing a suitable binder is intelligently applied.

"The economical construction and maintenance of the type of road which is subjected to mixt automobile and heavy teaming traffic is probably the most difficult and important problem that to-day confronts the road engineer. As previously stated, this type covers many of our country and suburban highways. Frequent application of surface binders under most circumstances can not be considered even if such treatment would prove satisfactory, for the reason that these roads are not under the constant supervision given to park and pleasure drives. Surface application of the heavier bituminous binders has not proved satisfactory where teaming traffic is heavy, owing to the fact that the heavily loaded and comparatively narrow steel-tired wheels cut through the bituminous mat in wet weather, and soon cause disintegration. The action of iron-shod horses' hoofs is also more severe than on pleasure drives, owing to the heavier loads which are hauled over the road. For the preservation of existing roads surface treatment may be resorted to, but when the road is sufficiently worn out to require resurfacing or when a new road is to be constructed, it is far better policy to incorporate a binder in the road during the construction or reconstruction."


The World's mighty tribute to the
Hupmobile
GUARANTEED FOR LIFE

RUNABOUT $750

F. O. B. Detroit, including three oil lamps, tools and horn. Top, windshield, gas lamps and tank or generator, etc., extra.
All models have 4-cyl., 20 H. P. motor, sliding gears and Bosch magneto.
Detachable doors for any Hupmobile Runabout, $25.
Touring car for 4, $900; with fore-doors,—$25 extra. Torpedo Runabout—$850. Coupe—$1100. (All prices F. O. B. Detroit.)

Beyond the coasts of North America, European tastes and tendencies dominate the civilized world.

Europe first perfected the automobile; and scores of American manufacturers still go to European engineers for their ideas.

In spite of this, the whole world is buying an American motor car—the Hupmobile.

Hundreds are being sold in England. Germany, France, Russia, Holland, receive Hupmobiles by almost every steamer.

Cairo and Capetown; Manila and Honolulu; Tokio and Shanghai; New Zealand and Tasmania; South America and the West Indies; Sydney and Melbourne are sending in their orders—Sydney even cabling not long since for an additional large shipment of cars.

This is the mightiest tribute the world can pay to the Hupmobile—whose sturdiness and worth even the experienced European manufacturers have not yet been able to duplicate in a car of like type.

The world-touring Hupmobile, which left Detroit in November last on a tour around the world, is now in the far East.

HUPP MOTOR CAR CO., Desk 65, DETROIT, MICH.

No Metal Touches the Skin
Brighton Garters
IMPROVED FLAT CLASP Brighton SILK GARTER
The New Form of the Old Favorite
25¢ everywhere or by mail
Pioneer Suspender Co. Philadelphia

You Can Weigh

Exactly what You Should Weigh

You can be **Strong—Vigorous—** full of Life and Energy

You can be free from **Chronic Ailments—** every organ of your body strong as nature intended.

You can have a **Good Figure**—as good as any woman.

You can have a **Clear Skin.**

I no longer need to say what "I *can* do," but what "I HAVE DONE." I have helped 49,000 of the most cultured, intelligent women of America to ***arise to their very best—why not you?***

NO DRUGS NO MEDICINES

My pupils simply comply with Nature's laws.

What My Pupils say:

"Every one notices the change in my complexion; it has lost that yellow color."

"Just think what you have done for me! Last year I weighed 216 pounds, this year 146, and have not gained an ounce back. I am not wrinkled either. I feel so young and strong, no *rheumatism*, or sluggish liver, and I can *breathe* now. It is surprising how easily I did it. I feel 15 years younger."

"Just think! I have not had a pill or a cathartic since I began, and I used to take one every night."

"*My weight has increased 30 pounds.* I don't know what *indigestion* is any more, and my *nerves* are *so rested!* I sleep like a baby."

"Miss Cocroft, I have *taken off my glasses*, and my *catarrh* is so much better. Isn't that good?"

"I feel as if I could look every man, woman and child in the face with the feeling that I am *growing*—spiritually, physically, and mentally. Really I am a stronger, better woman. I don't know how to tell you or to thank you."

Reports like these come to me every day. Do you wonder I want to help *every woman* to vibrant health and happiness? Write me your faults of health or figure. Your correspondence is held in strict confidence. If I cannot help you I will tell you what will.

My free book tells how to stand and walk correctly. and contains other information of vital interest to women. Every woman is welcome to it. Write for it. If you do not need me, you may be able to help a dear friend.

I have had a wonderful experience, and I'd like to tell you about it.

Susanna Cocroft

Dept. 51-K, 624 Michigan Ave., Chicago

Miss Cocroft is the best authority in America upon the regaining of woman's health and figure thro Natural, Scientific means.

Drink Dole's Pure Hawaiian Pineapple Juice Delightful Drink
At Druggists, Grocers and Soda Fountains

6% + Absolute Security
THE GOLD BONDS OF NEW YORK REALTY OWNERS
489 FIFTH AVENUE, NEW YORK
Owners of Extensive N. Y. Realty
Write for Booklet G

CURRENT POETRY

We have in our hands a little book by Nora May French, a sensitive and delicate girl who died by her own hand some three years ago, broken down, like Chatterton and Thompson and many another poet, with extreme poverty and suffering. Her verse takes a tragic interest from her history—particularly a sonnet like "The Outer Gate," written shortly before the author's end.

Miss French moves in a beautiful world. "Nearly every line of her poetry," says *The New Age* (London), "achieves the aim of poetry, which is beauty." In this she is very near to the spirit of Keats, but her verse is simple, clear-eyed, does not tend to the confused luxuriance of the romanticist.

Ezra Pound, our Yankee poet abroad, declares that "good art begins with an escape from dulness." Miss French escapes from dulness into the simplest, most moving human poetry. She does not revolutionize any field of thought; but is reflective, shy, and patient, and accepts the world as it is with a quaint pagan submissiveness. Incidentally her verse has a naive feminine charm that lulls criticism and soothes the questioning spirit into acquiescence.

The stray pieces that Miss French found time to write have been gathered by her sister and are presented in most attractive book form by the Strange Company, San Francisco.

The Outer Gate

By Nora May French

Life said: "My house is thine with all its store;
Behold, I open shining ways to thee—
Of every inner portal make thee free:
O child, I may not bar the outer door.
Go from me if thou wilt, to come no more;
But all thy pain is mine, thy flesh of me;
And must I hear thee, faint and wofully,
Call on me from the darkness and implore?"

Nay, mother, for I follow at thy will.
But oftentimes thy voice is sharp to hear,
Thy trailing fragrance heavy on the breath;
Always the outer hall is very still,
And on my face a pleasant wind and clear
Blows straitly from the narrow gate of Death.

From "The Spanish Girl"

By Nora May French

IV

Across José's unending drone
(Some ancient tale of arms and doom)
There came a poignant sweetness blown
From sleeping leagues of orange bloom.

And lo! the steady candles blurred
Like shining fishes in a net,
And José's kindly voice I heard—
"But little one, thine eyes are wet."

He vowed the tale had made me weep,
Its shadowy wos in courtly speech,
Nor knew they passed like wraiths of sleep
The heart a vagrant wind could reach.

How can I tell, whose fancy floats
As swift and passionate impulse veers,
What gust may sweep its roseleaf boats
Adown a sudden tide of tears?

VII

I tilt my hollowed life and look within:
The wine it held has left a purple trace—
Behold, a stain where happiness had been.
If I should shatter down this empty vase,

Through what abysses would my soul be tossed
To meet its judge in undiscovered lands?

For The Garden

Grass Seed That "Fits" The Needs of Your Lawn

Your lawn is different from your neighbor's; you could not get the same results by sowing the same seed in both places. To secure a lawn that is *really* and *permanently a success*, each of you must have seed adapted to your special conditions.

We offer seed for exposed lawns, shady places, terraces and slopes, golf links, etc. Our Catalogue tells you just what kind to order; we prepare special mixtures at reasonable cost.

Our grass seed is cleaned free from foul weeds—nothing left but fresh, plump grass seed, which often develops a fine stand *in 6 weeks*. Used in New York parks and famous Eastern estates.

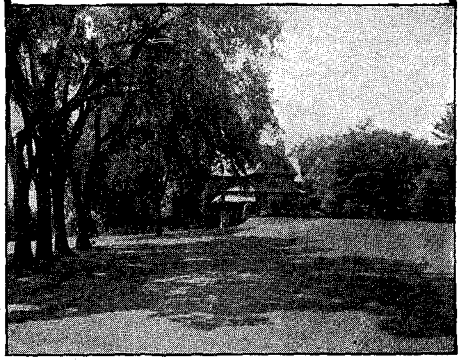
Write for Catalogue and folder, "*How to Build a Permanent Lawn.*"

Summer Flower Seed Specials

Your choice of any of the following flower seed collections at special introductory price of 25 cents—worth much more than that:—

6 pkts. 1 variety each :—
Spencer New Sweet Peas
or **Giant Flowering Nasturtium, Tall**
or **Giant Flowering Nasturtium, Dwarf**
or **1-4 lb.**
Spencer Mixed Sweet Peas
or **Giant Flowering Nasturtium, Tall**
or **Giant Flowering Mixed Nasturtium, Dwarf**

STUMPP & WALTER COMPANY
Dept. L, 50 Barclay St. New York City



CATALPA SPECIOSA TREES
Mine are true to name. Write for Free booklet which tells all about the 150 acres I am growing for telephone poles.
H. C. ROGERS, Box 26 Mechanicsburg, Ohio.

LOW PRICES for this handsome **FENCE**
100 other styles. Many cheaper than wood—all better. For Lawns, Churches, Parks, etc. Write for Pattern Book and special offer.
THE WARD FENCE CO., Box 377 Decatur, Ind.

Cheapest Water Supply for Country Homes
The Niagara Hydraulic Ram will give you running water in any part of your home or barn without any operating cost whatever.
Niagara Hydraulic Ram
pumps by water pressure. Cheaper than gasoline engine or windmill. Write today for catalog K and guaranteed estimate.
NIAGARA HYDRAULIC ENGINE CO.
170 NASSAU ST., N.Y. FACTORY, CHESTER, PA.

THREE PRACTICAL BOOKS FOR GARDEN LOVERS

TALKS ABOUT THE SOIL
Chats about the Soil in its Complex Relations to Plants and Business. A Book of Valuable Observations and Experiments for Gardeners, Students, Farmers and others.

TALKS ABOUT THE WEATHER
The Weather and its Relation to Plants and Animals. Many Useful Facts Indispensable to the well-posted man.

OUR USEFUL PLANTS
All who are in any way interested in the Culture of Plants will find this book rich in profitable and pleasurable material,

Chautauqua Talks Series by Charles Barnard
12mo, cloth, Uniform Style, Sold Separately, 75 cts. each, or the three in a box $2.25 postpaid.

FUNK & WAGNALLS COMPANY, Publishers, NEW YORK

What sentence meted me, alone and lost,
  Before him with the fragments in my hands?

Better the patient earth that loves me still
  Should drip her clearness on this purple stain;
Better my life upheld to her should fill
  With limpid dew, and gradual gift of rain.

Yesterday

By Nora May French

Now all my thoughts were crisped and thinned
  To elfin threads, to gleaming browns.
Like tawny grasses lean with wind
  They drew your heart across the downs.
Your will of all the winds that blew
  They drew across the world to me,
To thread my whimsey thoughts of you
  Along the downs, above the sea.

Beneath a pool beyond the dune—
  So green it was and amber-walled
A face would glimmer like a moon
  Seen whitely through an emerald—
And there my mermaid fancy lay
  And dreamed the light and you were one,
And flickered in her seaweed's sway
  A broken largesse of the sun.

Above the world as evening fell
  I made my heart into a sky,
And through a twilight like a shell
  I saw the shining sea-gulls fly.
I found between the sea and land
  And lost again, unwrit, unheard,
A song that fluttered in my hand
  And vanished like a silver bird.

No *vers de société* this, but a poem that comes full of Hebraic threatenings and the remote thunder of the Old Testament. We are indebted to *The Cosmopolitan* for the selection.

In the Day of the Harvest

By Edwin Davies Schoonmaker

Ye have plowed, ye have sowed, and the harvest
  shall be of its kind:
What ye sowed ye shall gather and grind;
What ye grind ye shall bake, saith the Lord, and, or
  bitter or sweet,
In the days that shall be ye shall eat.

I am He that looks over the fence. I see, saith the
  Lord,
How ye gather the fruits for your board.
And the mills of my patience run down. I will
  come, I will come,
And the mirth of your feast shall be dumb.

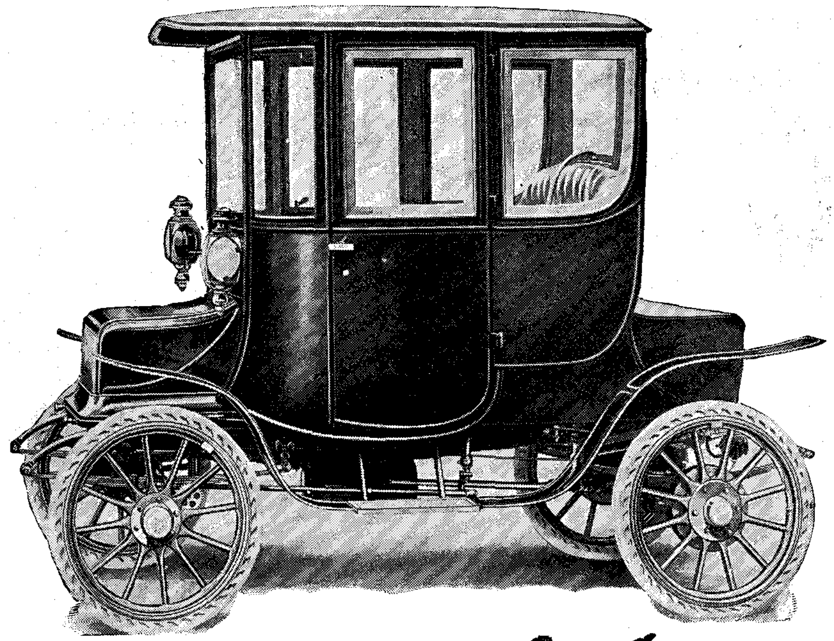
Did ye deem that the Lord was far off? I have
  seen how for gain
Ye have dammed up my rivers of grain
Till the poor in the cities have moaned. I have
  heard me the cry
That for justice hath come up the sky.

And a patter of feet hath come up through the
  roar of your mills,
Where childhood hath gone to your tills.
Ye shall be as the hiss of the foam that hath died
  on the sand;
Ye shall be no more in the land.

Did ye deem that my wrath was a cloud that had
  thundered and gone,
Swallowed up in the smile of the dawn?
Clouds return, saith the Lord. Have ye heard,
  when I called over France,
How the Terror joined hands in her dance?

In the day that ye eat I will pour ye the wine,
  saith the Lord;
I will come in the night with a sword.
And your towers shall be as a reed in the breath
  of my might
When I come, when I come in the night.

And ye that have drained off the laugh from the
  mouths of the poor,
Ye shall know that my coming is sure.



Rauch & Lang Electrics

The Electric Brougham of *Exceptional* Power

Rauch & Lang cars are exceptional in their ability to negotiate sandy roads, deep snow and steep hills. Wherever these conditions are common the Rauch & Lang is the car that predominates.

In cities where hills are encountered most often, like Seattle, Kansas City and Pittsburg, the Rauch & Lang is the most used Electric.

Rauch & Lang Electrics may be procured with shaft or enclosed chain drive.

Both drives are noiseless, efficient and strong.

The Rauch & Lang name stands back of the car no matter what method is used for transmission.

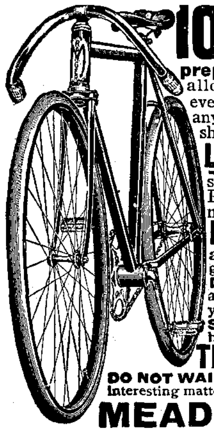
Exide Battery (standard equipment), "Ironclad" Exide, the new Double-Life Battery, or Edison Batteries can be furnished, if desired. Tires—Special Pneumatic or Rauch & Lang Motz Cushion.

Rauch & Lang Cars are the notable cars for style and appointment, as well as for power.

There are Rauch & Lang agents in all the principal cities. Telephone for demonstrations or write direct for catalog to the factory.

THE RAUCH & LANG CARRIAGE COMPANY
2277 W. Twenty-Fifth Street, Cleveland, Ohio

(80)



10 DAYS FREE TRIAL We will ship you a **"RANGER" BICYCLE on approval, freight prepaid** to any place in the United States *without a cent deposit in advance*, and allow **ten days free trial** from the day you receive it. If it does not suit you in every way and is not all or more than we claim for it and a better bicycle than you can get anywhere else regardless of price, or if for any reason whatever you do not wish to keep it, ship it back to us at our expense for freight and you will *not be out one cent.*

LOW FACTORY PRICES We sell the highest grade bicycles direct from factory to rider at **lower prices** than any other house. We save you $10 to $25 middlemen's profit on every bicycle. Highest grade models with Puncture-Proof tires, Imported Roller chains, pedals, etc., at prices no higher than cheap mail order bicycles; also reliable medium grade models at **unheard of low prices.**

RIDER AGENTS WANTED in each town and district to ride and exhibit a sample 1911 "Ranger" Bicycle furnished by us. **You will be astonished** at the *wonderfully low prices* and the liberal propositions and special offer we will give on the first 1911 sample going to your town. **Write at once** for our *special offer.*

DO NOT BUY a **bicycle** or a pair of **tires** from *anyone at any price* until you receive our catalogue and learn our low prices and liberal terms. **BICYCLE DEALERS,** you can sell our bicycles under your own name plate at double our prices. Orders filled the day received.

SECOND HAND BICYCLES—a limited number taken in trade by our Chicago retail stores will be closed out at once, at **$3 to $8 each.** Descriptive bargain list mailed free.

TIRES, COASTER BRAKE rear wheels, inner tubes, lamps, cyclometers, parts, repairs and everything in the bicycle line at **half usual prices.**

DO NOT WAIT but write today for our *Large Catalogue* beautifully illustrated and containing a great fund of interesting matter and useful information. It only costs a postal to get everything. **Write it now.**

MEAD CYCLE CO. Dept. R-172, CHICAGO, ILL.

The Invincible "It eats dirt"

IT EATS DIRT

Thorough House Cleaning

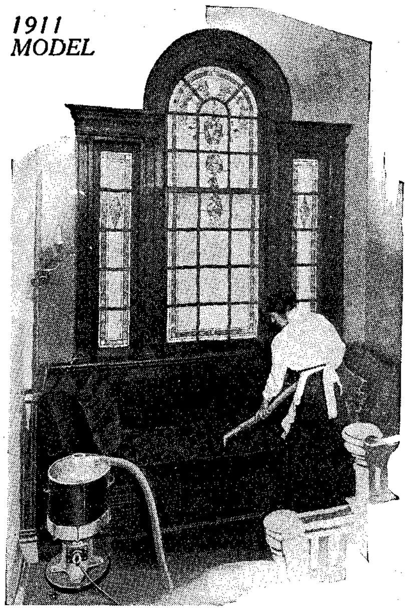
can be achieved only by a strong and continuous inrush of air—a rush of air that never fluctuates or "jumps." The Invincible Centrifugal Fan is the only method devised which insures a steady volume of air powerful enough to get all the dust and dirt all the time without injuring the most delicate fabrics.

You will never realize the luxury of a dustless home until you use the

Invincible ELECTRIC RENOVATOR

Silent Dustless Simple

The Invincible has proven its worth by years of success in hundreds of homes and public buildings.



A masterpiece of mechanical construction. Every part is thoroughly tested. Every machine tested as a whole before it leaves the factory.

Sold on a guarantee

NO VALVES—NO GEARS
NO WEARING PARTS

Invincible Stationary Plant. Made in six sizes. The only air-cleaning plant operating on the famous centrifugal fan principle.

Write for Booklet.

Invincible Portable Machines. Four sizes—for the home—the mansion—the hall, hotel or building. The moderate-priced machine of proven efficiency.

Valuable illustrated booklets on air-cleaning sent free on request

Address Dept. J,

Electric Renovator Manufacturing Co.
21 Amberson Ave.
PITTSBURGH, PA.

I am the Original Fireless Cooker Man.

Rapid FIRELESS COOKERS

Reduce the Cost of Living

It's an actual fact that my Fireless Cooker saves 75% of your fuel bills, 75% of your time and worry, it cooks your food 75% better and you will never keep house again without one, once you have tried it. I am the Original Fireless Cooker Man. I sold 30,000 Fireless Cookers last year. Nearly every cooker sold brings me from one to four customers—friends of the first customers.

Special Price Proposition On 10,000 Cookers

Just now I am going to make a special price proposition on 10.000 lot of my Cookers to further introduce them into new localities. You'll be surprised and delighted at the low, direct figure I will quote you on just the cooker you want right from the factory.

Don't you want to write a postal today for this proposition? Remember my Cookers are the latest improved, most up-to-date cookers on the market. Mine is the old, original, genuine, Rapid Fireless Cooker.

Sold on 30 days' free home test. Order one of my Cookers, use it in your home for a full month, then decide whether you want to keep it or not.

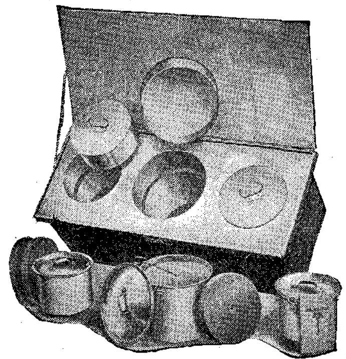
My motto is Low Prices and Quick Sales.

My Rapid Cooker is the cleanest, most sanitary Cooker made. No pads or cloth lining. All metal, easily kept clean, and with proper care will last a lifetime. Beautifully finished cases with dust proof tops.

Send for catalogue and full description, together with special price. Also, I will send you recipe book of 125 different dishes to be cooked in my Rapid Cooker.

Remember my Cooker Roasts, Bakes, Fries, Boils, Steams and Stews any and all kinds of food most *deliciously*. Answer this advertisement and get full particulars.

WILLIAM CAMPBELL COMPANY, Dept. 250, Detroit, Mich.



And ye that have poisoned the strength of the children of men,
What caverns will cover ye then?

I will come with a roar, saith the Lord. I will rouse up the slave
Till he win back the soul that I gave.
I will toss with a shout into battle the rich and the poor.
Ye shall know that my laws they endure.

Schiller has said that between the pleasure of knowing the truth, and the pleasure of seeking after it, he would choose the latter. In view of the existing circumstance this is a sensible choice. In any event it profits man little to try frantically to scan the universe with his fraction of a brain. "The Quest" is quoted from the April *American*.

The Quest

By Frederick Peterson

A hundred centuries of towering fanes
To show the road—yet none knows where it leads;
Ten thousand years of formulas and creeds
And still the secret of the world remains!

The round earth bristles with its countless spires
That point the way to all the ends of space,
Where sit the gods that rule our mortal race,
Enthroned amidst the firmament of fires.

Ah, might we follow to the bounds of space,
Lit by illusive beacons, should we find
The why and wherefore that distract the mind,
Or ride forever on a fantom chase?

If we might flash, like light from sphere to sphere,
Should we disclose the planner and the plan,
Or fail—and then return to earth and man
To dare again the ancient riddle here?

For surely here in man's unfathomed soul,
Shut fast within its narrow cranial cell,
Lie reaches wide as heaven and deep as hell—
The world, the universe, the mirrored whole!

The tragedies of the air are concentrated in a powerful sonnet called "Icarus," published in *The Century Magazine*. Its verses are as clean-cut as the facets of a diamond, and in its deft, sure, and vigorous craftsmanship it quite equals anything that has been done by the contemporary makers of sonnets. It is odd in form—a mixture of the Shakespearian and the Petrarchan sonnet—with a swift and effective three-line climax.

Icarus

(NOW, AS THEN)

By Amelia Josephine Burr

He soared as surely as an eagle does,
Higher and higher toward the zenith still;
And as he rose, a chant came back to us,
An iron monotone of human will
Made audible. When listening was vain,
Breathless we followed him with straining eyes,
Adventurer who claimed as man's domain,
Amazed and impotent, the conquered skies.
"The Prince of Air is tamed! What hinders men,"
We cried, "from traversing that upper world
In quest of unimaginable things?"

From awful silence came the answer then,
As like a challenge at our feet was hurled
Our champion dead, with broken, silent wings.

A man can gain some new knowledge from the Standard Dictionary every day through his whole life—and then turn it over to his children for *their benefit*.

PERSONAL GLIMPSES

A LITTLE CHINESE HERO

TO one whose acquaintance with the Chinese people is confined to laundrymen, heroism in them might not seem, at offhand, to be an essential characteristic. But nine hundred miles up the Yangtse River, one of the great streams of China, there is a monument erected by grateful sailors of the American Navy to a Chinese boy who sacrificed his life to save two of Uncle Sam's seamen. John Kingdon, who has just returned from China, where he was assistant to Sir Robert Hart, head of the Chinese customs service, tells the story in the New York *Tribune:*

In 1902 I went up the Yangtse Kiang on an American gunboat at the invitation of its captain. It was going to Ichang to protect the missionaries in that region. When we got there we found an epidemic of cholera, and the captain at once cut off all shore liberty. The men began to chafe under confinement to the vessel after a few weeks, and the spirit among them was sullen, not to say mutinous, when an incident occurred which changed their temper entirely.

One night, about midnight, there was a noise at the gangway which investigation showed to have been made by a Chinese boy of ten years. He had slipt up in the blackness of the night in his sampan—a kind of dugout—and got on the gangway. He was found to be in a fainting condition, and by signs made it known that he needed food. While he was eating he continued to make signs which indicated that other persons were starving ashore. Two men, with a large bag of food, were sent ashore with him. He led them to a hut on the edge of the town, about a mile and a half from the dock. There the sailors found his mother and four children dead from starvation.

The boy was brought back to the ship and adopted by the crew. He was regarded as a mascot. One sailor made him a jumper, another a pair of trousers, a third gave him a cap, so that he soon had a complete uniform. The spirit of insubordination among the men faded away in the interest they took in Chang, as they named the boy. The little mascot learned one English phrase, and every time he passed a sailor, either officer or enlisted man, he saluted and said: "How you comin'? " He got a scrubber handle and with it every day he took part in the gun drill. Every one liked him, from the captain down.

Soon, however, the captain recalled that the regulations forbade a Chinaman's sleeping aboard and ordered Chang off the ship. The men protested, but to no purpose. Chang, however, would not forsake his new friends. Every day his sampan shot out of a creek and was skilfully guided alongside the vessel. He always arrived at drill time and, standing up in his boat, went through the manual with his scrubber handle. Then food would be passed to him.

About a week after Chang had left the ship and after the cholera quarantine had been lifted, a sentry heard a bump against the gangway one night and found Chang in his sampan and greatly excited. By frantic gestures he made it known that some sailors who were ashore on liberty were in danger. The captain, on being awakened and told of the matter, sent ten men armed with

PRINCE ALBERT
CRIMP CUT
LONG BURNING PIPE AND CIGARETTE TOBACCO

Have YOU the "Spirit of '76"?

Have you declared your independence as a free-born American pipe-smoker? Have you established your freedom from the old joy-killing drawbacks of ordinary smoking tobaccos? Man, the Liberty Bell is ringing—get in tune. Swing your old jimmy pipe into action. Load up with

PRINCE ALBERT

"the national joy smoke"

Prince Albert, the tongue-easing, happy days tobacco. The new deal in pipe smoking. The tobacco that's got everything a man's smoke ought to have and *can't bite your tongue*, because it's produced by an exclusive, patented process that can't be duplicated.

Man, if you don't know what a joy smoke is, go now to the nearest smokeshop and swap 10c for P. A. in the red tin.

R. J. REYNOLDS TOBACCO CO., Winston-Salem, N. C.

Too Much Florida Land Has Been Sold To People Who Have Never Seen It.

Write Brooksville Board of Trade for BOOK OF FACTS, describing different kinds of Florida soil. We have no land to sell, but want settlers and investors to develop richest district in Florida, according to State Dept. of Agriculture; not pine land, not sand, but high and rolling with rich dark top soil and clay subsoil. No fertilizer, irrigation or drainage necessary. Raises 80 bu. corn per acre. Best for citrus fruits, truck and staple crops. An industrious man, with $500 to $1000 capital, can be independent here. 300 ft. above sea; no swamps or marshes. Ideal climate, schools, churches, towns, good roads, all conveniences. Home seekers and investors please investigate. We need you and will help you.

BOARD OF TRADE, Box 288, Brooksville, Fla.

REMEMBER THE NAME

Shur-on SPECTACLES

As Comfortable as they are Inconspicuous

Different from all others in mechanical construction.

Properly adjusted, they will not mark the bridge of the nose, slip down or hurt behind the ears.

Send for information that will instruct and protect you.

E. KIRSTEIN SONS CO., Ave. K., Rochester, N. Y.

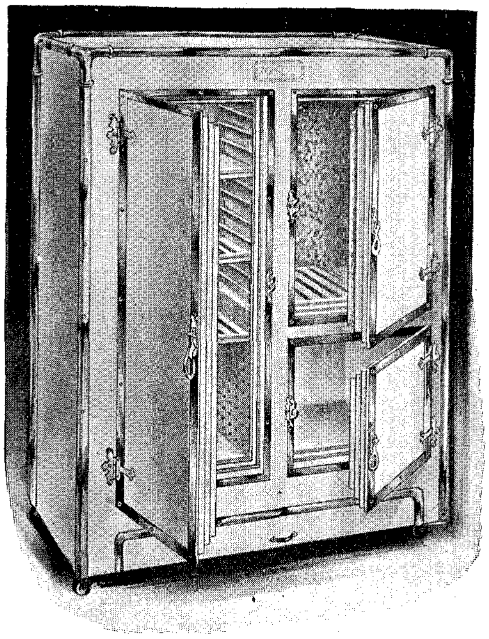
Mullins Steel Motor Boats Handsome Free Book

Send today for the handsomest boat book ever printed. Illustrated in colors. Describes famous Mullins line in full. Mullins Steel Boats *can't sink* or warp—are puncture-proof—noiseless—**12 models, 16 to 26 ft., 3 to 30 horsepower.** Investigate amazing prices. Full line row boats and duck boats—$22 to $39. Get *free* book.

THE W. H. MULLINS CO., 143 Franklin St., Salem, O.

This is the Refrigerator used on Dining Buffet and Refrigerator Cars of all our Great Railroads.

Delivered on 10 Days' Trial



Bohn Syphon Refrigerator

You can't make a mistake in buying for *your use* a refrigerator with this record. No refrigerator could stand up under the relentless tests of such great shippers unless constructed to preserve all food in its natural, fresh state for the greatest length of time—at *least cost of ice and care.*

Bohn Syphon Refrigerators keep milk, meat, butter, vegetables and fruit absolutely fresh and uncontaminated. The Syphons establish perfect circulation and positive dryness. This carries off all odors, keeps the lowest temperature and *saves ice and food.* Lined with Genuine White Porcelain Enamel—not paint—strictly sanitary, non-porous, does not discolor, crack or peel off. Kept immaculate by simply wiping with a moist cloth.

Where we have no regular dealers we ship refrigerators on approval. Freight paid both ways if not as represented. We also manufacture the popular Minnesota Refrigerator.

Write for both Minnesota and Bohn Syphon Illustrated Catalogs of all Styles, and select your Most Economical Refrigerator.

Prices Range from $19.00 upward

WHITE ENAMEL REFRIGERATOR COMPANY

MAIN OFFICE AND WORKS, ST. PAUL, MINN.

New York Office & Salesroom,
59 W. 42nd Street

Chicago Office and Salesroom,
Steger Bldg., Jackson Blvd. & Wabash Ave.

A man can gain some new knowledge from the Standard Dictionary every day through his whole life—and then turn it over to his children for *their benefit.*

100 FOR 15 CENTS

Send 15 cents to the Niagara Clip Co., New York, and you will receive a sample box of the celebrated & indispensable

THE NIAGARA CLIPS

Would You Pay a Little More For Screen Cloth That Lasts a Lifetime

The money you spend for Pompeiian Bronze Screen Cloth becomes a permanent investment.

For this screen cloth is 90% pure copper. And copper is indestructible. You don't even have to paint it. Leave it out of doors all winter and it will still last as long as your house.

Why not attend to your screens right now? Probably the wire cloth is rusted and cracked. Germ-laden flies and mosquitoes will find easy entrance through the broken meshes.

And unless you make your home secure against flies the hard work of spring housecleaning will be undone—Don't forget this.

POMPEIIAN BRONZE SCREEN CLOTH
LASTS AS LONG AS YOUR HOUSE

Look for the red string in the selvage
TRADE MARK

If you're building a new home specify this screen cloth to your architect. Instruct your carpenter to use it. But be sure you are getting the real Pompeiian or Golden Bronze. Remember through every inch of the selvage runs a single removable red string distinguishing this screen cloth from copper coated imitations.

Ask your hardware dealer to show you this trademark. If he isn't supplied, write us, and we will send you the name of your nearest dealer who is. Your inquiry also brings interesting booklet on new uses for screen cloth—outdoor dining and sleeping rooms, porches, etc.

Clinton Wire Cloth Co. Est. 1856
63 Sterling St., Clinton, Mass.

cutlasses and revolvers to ascertain the trouble.

When the party landed Chang ran ahead, all the while urging the men to greater speed. A quarter of a mile from the bank of the river they came to a Chinese river house, which is a round structure of brick connected with the river by a pipe and provides water-power for native industries. In the center of the room were two sailors from the gunboat, lashed to a stake and gagged. The water, flowing in from the pipe, was up to their necks. After they had been rescued they said they had been in a fight with Chinamen, who had tried to take revenge for the beating which some of them had received. While they were being taken back to the ship Chang slipt off in the darkness.

Hearing the story of the boy's service, the men aboard ship decided to take up a collection for him, and the neat sum of five hundred dollars was quickly raised. It was proposed to place this money with the American Consul for the support and education of their young friend.

That morning every eye on the vessel was watching the mouth of the creek for Chang's sampan, but drill time came and he did not appear. An hour afterward the little boat shot into sight, and an involuntary cheer went up. Then it was seen the sampan was not coming downstream with its usual speed and directness. It was drifting. The captain sent the steam launch to pick it up. When it reached the sampan it began the mournful tooting which denotes calamity. It towed the sampan to the ship, and there in the bottom of the boat, staked out with a knife in his abdomen and through each hand and foot, was Chang. On his breast was a placard bearing these words in Chinese: "To your foreign friends."

The money which had been raised for Chang's education was devoted to the erection of a great pile of granite stones. It overlooks the town and river, and on one block is the inscription: "Raised by his grateful friends, the American sailors, to Chang, the mascot of the Asiatic fleet of the American Navy and the friend of the bluejackets."

CRONJE AS A SHOWMAN

"I NEVER saw old Piet Cronje but once," says William Inglis in *Harper's Weekly*, and that time he felt that he owed him an apology for sitting there, "in a sort of circus at Coney Island," together with a gaping, vulgar crowd, while Cronje, his wife, and a few other wretched Boers did a "hippodrome imitation" of their war against the British invader. Fine business for a lot of Americans, "making a summer picnic out of the sufferings of true men," who fought as well, or perhaps even better, than our own forefathers did.

The poor, lean, bent, withered little old lion—for he was a lion—endured the gaze of the indifferent and the applause of admirers with equal patience. Many times since have I closed my eyes and seen him, astride his horse and glancing right and left as if to say: "Oh, well, I have faced death and torture, endured starvation, lost all I possest, for my country. Now I've only got to go through with this, and the job is finished."

Certainly we Americans are a fine, libertyloving people! Here was a hero from a race of men who had fought John Bull's best troops at odds of ten to one, and beaten them. Not only that, but kept on beating them until they put twenty Britishers in the field against each Boer and so drowned out the half-starved Boer army with a tidal wave of armed men. And we showed our appreciation by going down to Brighton Beach to stare at Cronje as if he were a woolly horse, or a fake pole-discoverer, or a glass-eater; paid our half-dollars to peep at him between courses of "hot dog" and beer and looping-the-loop. Surely we are an appreciative people! Suppose there had been no European broils to divert George III., and thus he had been able to throw his whole army upon us; then our General Marion similarly might have gone over to the Continent and peddled himself about as a freak show.

The heroic history of Piet Cronje is known to all. And yet:

> The world never heard of him until he bottled up the picturesque, dashing, well-financed Dr. Jameson and put an end to his famous raid. Then he went back to the farm, silent, with no medals or any other decoration than the affection and respect of his heavy-faced, iron-souled countrymen.

When the final resistance to English aggression came, Piet Cronje, now a bent and stiffened farmer long past sixty, once more took the field:

> He was no more picturesque than a rusty old battle-ax, but he could hack and hew to great purpose, as the English learned at Magersfontein and other places.
>
> Lord Roberts, with a force of 50,000 men and 125 guns, left the railroad and advanced into the arid region of the Orange Free State between Kimberley and Pretoria. Cronje, with 4,000 men and meager artillery, encumbered with the usual Boer laager and a great host of women and children, slowly gave way before the British advance, fighting over every step of the journey. The lean, stiff-shouldered, withered old farmer-general seemed to be everywhere encouraging his men. An English correspondent, Steevens perhaps, describes him: "He is a lively little man who literally dances about his battle-fields."
>
> General French and his column headed off Piet Cronje at Paardeberg, in the valley of the Modder River. Lord Roberts and his army came up and completed the circle around him. There was but one outcome possible, yet it cost the English ten days of hard fighting and the lives of 1,100 men to capture Cronje and his small force.
>
> The old farmer, with many of his comrades, was sent to St. Helena. In 1902 he was liberated and sent back to his home in South Africa. His farm was a desolate ruin. Friends offered to lend him money, but he was too proud, perhaps too conscientious, to borrow. What could a war-worn old fellow of nearly seventy look forward to as a likelihood of repaying a heavy debt? He pledged his land for a government loan, and it was the necessity of meeting this debt that drove him to America as the leader in the "South-African War Show."

So it was that the writer saw him, each afternoon and evening the old general and his troopers went through the business of attacking a British column and routing it,

Never have you heard sacred music sung so beautifully as it is brought to you on the Victor.

Soul-stirring hymns, magnificent anthems and oratorios, rendered by the ablest singers. Just think of hearing such selections as these:

4917 **Almost Persuaded** Stanley and Macdonough
5760 **Face to Face** Herbert Johnson) Percy Hemus
16053 **Adeste Fidelis.** .... Westminster Chimes
Lead Kindly Light and **Nearer My God to Thee** Westminster Chimes
16408 **The Palms**........ Harry Macdonough
The Holy City .... Harry Macdonough
16412 **Where Is My Boy To-night**.... Haydn Quartet
There is a Fountain Fill'd with Blood....... Trinity Choir
16431 **Throw Out the Life Line**.................. Macdonough and Haydn Quartet
Onward Christian Soldiers................ Westminster Choir with band
16451 **Yield Not to Temptation**........ Percy Hemus
Nearer My God to Thee Whitney Bros. Quartet
16465 **The Light of the World is Jesus**............ Whitney Bros. Quartet
He Leadeth Me....... Mr. and Mrs. Wheeler
16490 **I Heard the Voice of Jesus Say**............ Mr. and Mrs. Wheeler
Ave Maria (Gounod)..... Elizabeth Wheeler
16500 **Beyond the Smiling and the Weeping**........ Peerless Quartet
Softly Now the Light of Day............... Mr. and Mrs. Wheeler
31770 **Hallelujah Chorus from "Messiah"**...... ... Victor Chorus with Sousa's Band
31781 **Festival Te Deum** (Dudley Buck) Trinity Choir
16709 **Full Surrender**................ Trinity Choir
Come Ye Disconsolate.......... Trinity Choir

Victor Red Seal Records

88138 **Silent Night, Holy Night** (In German)...... Ernestine Schumann-Heink
88059 **Stabat Mater—Inflammatus** (In Latin)..... Johanna Gadski
88016 **Ave Maria** (In Latin)......... Emma Eames
85102 **Elijah—O Rest in the Lord**..... Louise Homer
64092 **Lead Kindly Light**............ Evan Williams

Hear this beautiful sacred music today. Any Victor dealer will gladly play any Victor music you want to hear.

And be sure to hear the Victor-Victrola

The new Victor Record catalog lists more than 3000 selections—both single- and double-faced records. Same high quality—only difference is in the price. Buy double-faced if the combination suits you.

Victor Talking Machine Co., Camden, N. J.
Berliner Gramophone Co., Montreal, Canadian Distributors
To get best results, use only Victor Needles on Victor Records

Victor

Victor
"HIS MASTER'S VOICE"
REG. U.S. PAT. OFF.

New Victor Records are on sale at all dealers on the 28th of each month

Reg. U. S. Pat. Off.

The globe or shade on an electric light adds beauty to the room.

Among my three thousand styles of electric lighting glass are shapes, kinds and colors for all lighting effects.

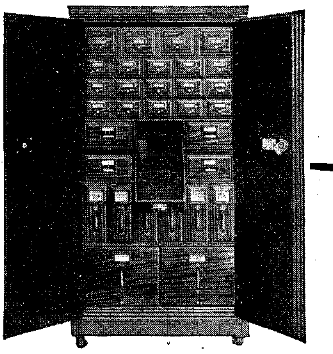
I also make a lamp-chimney for every style and size burner. I make them of "Pearl Glass." My name is on every one. They won't break from heat.

My Index guides you to a correct selection. Free.

MACBETH

Macbeth-Evans Glass Co. Pittsburgh

CHICAGO: 178 East Lake Street
PHILADELPHIA: 42 South Eighth Street
NEW YORK: 19 West 30th Street



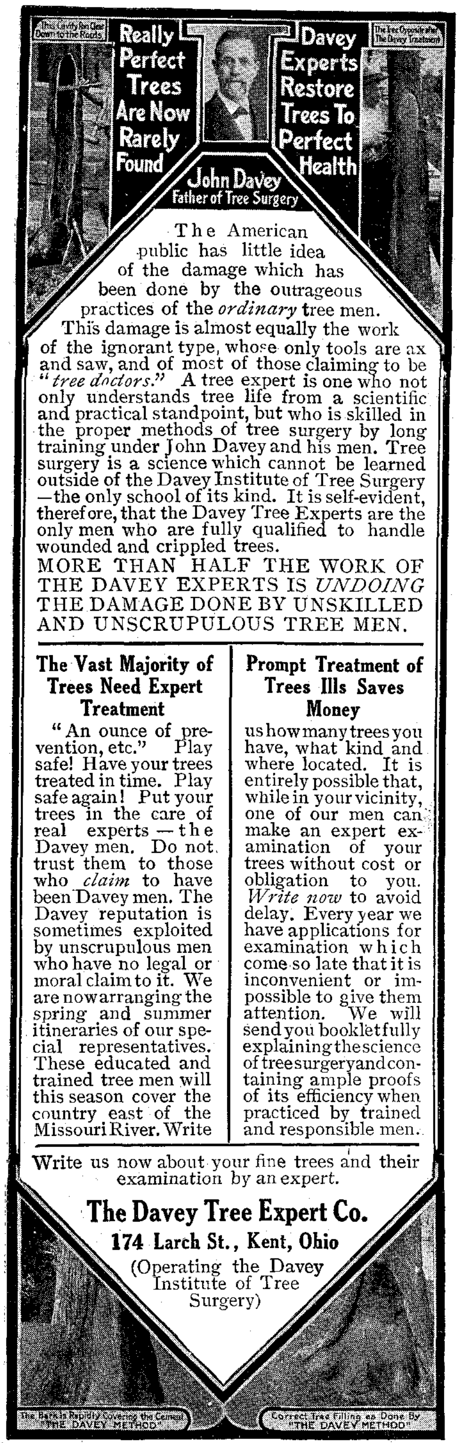
For All Business Papers—

For valuable records, card index files, estimates, inventory, cost and stock sheets; or letters in standard, folded, cap and all commercial sizes—for just such papers and records as ***any*** modern business organization ***depends*** upon in the daily conduct of its affairs, which no insurance company will or ***can*** indemnify against loss the new—

Globe Cabinet Safe

offers invaluable protection against fire—at the lowest possible cost. With interchangeable interior possibilities, allowing for any individual arrangement desired, constructed entirely of steel, with air-chamber insulation—fitted with Yale combination or key locks—the **Globe Cabinet Safe** brings a perfect office filing system within easy reach of **every** business man. *Write today for FREE catalogue No. V 911.*

The Globe-Wernicke Co. Cincinnati, U. S. A.
New York, 380-382 Bd'y. Chicago, 224-228 Wabash Ave.
Boston, 91-93 Federal St. Washington, 1220 F St., N. W.


This Cavity Ran Clear Down to the Roots
The Tree Opposite after The Davey Treatment
The Bark is Rapidly Covering the Cement "THE DAVEY METHOD"
Correct Tree Filling as Done By "THE DAVEY METHOD"

Really Perfect Trees Are Now Rarely Found

Davey Experts Restore Trees To Perfect Health

John Davey
Father of Tree Surgery

The American public has little idea of the damage which has been done by the outrageous practices of the *ordinary* tree men.

This damage is almost equally the work of the ignorant type, whose only tools are ax and saw, and of most of those claiming to be "*tree doctors.*" A tree expert is one who not only understands tree life from a scientific and practical standpoint, but who is skilled in the proper methods of tree surgery by long training under John Davey and his men. Tree surgery is a science which cannot be learned outside of the Davey Institute of Tree Surgery—the only school of its kind. It is self-evident, therefore, that the Davey Tree Experts are the only men who are fully qualified to handle wounded and crippled trees.

MORE THAN HALF THE WORK OF THE DAVEY EXPERTS IS *UNDOING* THE DAMAGE DONE BY UNSKILLED AND UNSCRUPULOUS TREE MEN.

The Vast Majority of Trees Need Expert Treatment

"An ounce of prevention, etc." Play safe! Have your trees treated in time. Play safe again! Put your trees in the care of real experts—the Davey men. Do not trust them to those who *claim* to have been Davey men. The Davey reputation is sometimes exploited by unscrupulous men who have no legal or moral claim to it. We are now arranging the spring and summer itineraries of our special representatives. These educated and trained tree men will this season cover the country east of the Missouri River. Write

Prompt Treatment of Trees Ills Saves Money

us how many trees you have, what kind and where located. It is entirely possible that, while in your vicinity, one of our men can make an expert examination of your trees without cost or obligation to you. *Write now* to avoid delay. Every year we have applications for examination which come so late that it is inconvenient or impossible to give them attention. We will send you booklet fully explaining the science of tree surgery and containing ample proofs of its efficiency when practiced by trained and responsible men.

Write us now about your fine trees and their examination by an expert.

The Davey Tree Expert Co.
174 Larch St., Kent, Ohio
(Operating the Davey Institute of Tree Surgery)

Sound, Sensible

"HOW TO GET A POSITION

THIS is one of the most sensible little books of advice ever offered to the young man or young woman seeking employment. Mr. Hall has been with a large correspondence school, and has had much experience *in getting positions for young men.* Above all, he would have the young man drop all foolish notions about the getting and holding a position. Hard work alone makes good. He gives much practical advice on letters of application; personal application; what is good and what is bad form, etc., etc.

12mo. Cloth, 140 pages. 50 cents net; by mail, 54 cents

CONTENTS: 1. Special Ability and Choice of Occupation. 2. Positions Obtained Through Advertisements. 3. Positions Obtained Through *Unsolicited Letters.* 4. *The Letter of Application.* 5. Personal Interview and Letters of Recommendation. 6. Special Hints to Various Classes of Applicants. 7. On Keeping Positions and Winning Promotions.

AND HOW TO KEEP IT"

By S. ROLAND HALL

FUNK & WAGNALLS COMPANY, New York

and their "entertainment" concluded with a reenactment of his surrender at Paardeberg.

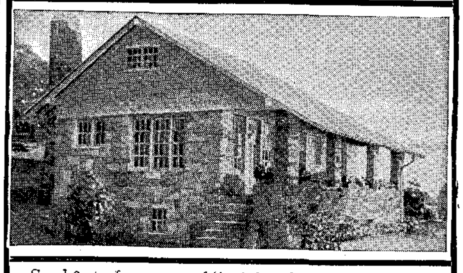
Our party was "doing" Coney Island because we owed it to ourselves to "do" the island every year or two and so keep abreast of the times. We admired the flashing red coats and the beautiful banner of Britain, and the smart turnout of the dashing British troops; also we observed with interest the clumsy-looking, bearded burghers who went about the fighting business stiffly and solemnly, as if with prayer—and not one uniform among them. And when, after much booming of field batteries and rapid-fire guns, the Boers had surrendered, the entire Boer outfit mounted and rode straight toward the grand stand. They halted a few yards away, while the band played something sad and slow and weird, which we took to be the Boer national hymn. And we Americans—may God forgive us!—sat there and applauded with politeness and some enthusiasm these poor fellows who had reenacted the tragedy of their lives, the ruin of their country—to amuse us between courses of "hot dog" and beer and looping-the-loop.

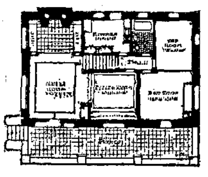
The other Boers sat straight on their horses and looked through us rather than at us. Old Piet Cronje, seeming tired to the point of exhaustion, sat up as straight as his bent back would allow. Every detail of his appearance stands out clear in memory—his melancholy, weary eyes; his straggling brown beard, barely touched with gray; his baggy black coat; his battered old hat that looked as if Dave Warfield had selected it. He took off the old hat and swung it down stiffly to rest against his chest. He bowed—to the right, to the front, to the left. And we—we applauded; every one in the stand clapt his hands for the fine old patriot who had sacrificed his livelihood, his sons, and his vitality in the unequal struggle for liberty.

To the criticism of certain military men against his appearing in a show, Cronje replied:

"I am not a member of the military profession. Therefore I can not disgrace it. I fought as a patriot, not as a soldier. If the average soldier were as little a showman as I, there would not be so many brilliant uniforms covering dull men. British soldiers have said that it is beneath the dignity of a general to become a circus performer. Some of the men who have said this are the men I fought. They are the men who robbed me of my home and my country.

"Those who have protested against my action, being actuated by kindness or sympathy for the Boer cause, I will now answer. I went, as every Boer who was a man went, and faced the foe that was seeking to destroy the liberty of my country. After many victories I was defeated and captured. I neither disgraced my cause nor my beloved nation by my surrender. No man could have done better than we did at Paardeberg. I was sent by the British to St. Helena, a prisoner. When I returned to the Transvaal, after the conclusion of the war, I found nothing but desolation and ruin. My country was still black with cinders and stained with blood. In the battle of Paardeberg my wife was wounded as she fought in the trenches. That wound bled out from my heart. I thought I had felt the worst pain. Alas! when I saw the scarred face of my poor country the wound in my heart opened and





"Craftsman" House Plans Free

Send 6 cts. for a copy of **"24 Craftsman Houses"** showing exterior and floor plans of 24 houses that cost from $900 up to build. To interest you in our magazine, **"THE CRAFTSMAN,"** and in Craft articles, we will also send you a beautifully printed 32 page booklet entitled "The Craftsman House."

If you are interested at all, both of these books will be very useful to you.

"The Craftsman Idea" means *real homes*, not mere houses: it shows you how to save money on useless partitions—how to avoid over-decoration, how to get wide sweeps of space (even in a small house), restful tones that match and blend—and enables anyone to always have a beautiful and artistic home.

"The Craftsman Magazine" treats on building, furnishing and beautifying homes—on art—embroidery—cabinet work—and kindred topics.

"Craftsman Homes," by Gustav Stickley, 205 pages, beautifully bound and printed, treats on home building, home making, home furnishings in full.

"The Craftsman" - - $3
"Craftsman Homes" - - $2
Your own selection of 110 House Plans
All for $3.75

EDGAR E. PHILLIPS
Manager The Craftsman **Room 207, 41 W. 34th St., N. Y.**

FUNK & WAGNALLS COMPANY'S
NEW AND SELECTED STORIES

MAGDA, QUEEN OF SHEBA
The vivid and intensely interesting story of "The Queen of Sheba," her visit to King Solomon, and the early life of their son, of whom the present Menélik of Abyssinia, claims to be the only living descendant. Translated from the original Ghese. 12mo, cloth. $1.20, *net;* by mail, $1.31.

STARS OF THE OPERA (New Edition)
Stories and sketches of the plots and music of many classical and popular operas, together with intimate personal chats with leading operatic singers. By Mabel Wagnalls. 12mo, cloth. $1.20, *net;* by mail, $1.30.

BALM IN GILEAD
A very touching story of maternal love. By Florence Morse Kingsley. Small 16mo, cloth. 40 cents, *net;* by mail, 45 cents.

THE EMANCIPATION OF MISS SUSANA
A delightful love story by Margaret Hannis. *Just published.* Small 16mo, cloth. 40 cents, *net;* by mail, 45 cents.

THE TRANSFIGURATION OF MISS PHILURA
An optimistic story founded on the belief that various blessings are always forthcoming from "The Encircling Good." By Florence Morse Kingsley. Small 12mo, cloth. 40 cents, *net;* by mail, 45 cents. 40th thousand.

TWENTY-THREE TALES BY TOLSTOY
Among the very best he has written. Small 12mo, cloth. 75 cents, *net;* by mail, 80 cents.

MISERERE
A romantic story of the power of a strong, sweet-voiced singer over an ardent admirer of her wonderful accomplishments. By Mabel Wagnalls. Small 12mo, cloth. 40 cents, *net;* by mail, 45 cents.

UNDER PONTIUS PILATE
A powerful religious novel which depicts with great faithfulness the life and scenes of a citizen during the stirring times of Christ's public life under Pilate's rule. By William Schuyler. 12mo, cloth. $1.50.

THE INCUBATOR BABY
A delightful little story of a wee baby whose innermost thoughts are portrayed by Ellis Parker Butler. 12mo. 75 cents.

COURTSHIP OF SWEET ANNE PAGE
A brisk little story incidental to "The Merry Wives of Windsor." By Ellen V. Talbot. Small 16mo, cloth. 40 cents, *net;* by mail, 45 cents.

THE OLD DARNMAN
A New England character known to many a boy or girl. By Charles L. Goodell, D.D. Small 12mo, cloth. 40 cents, *net;* by mail, 45 cents.

FUNK & WAGNALLS COMPANY
44-60 East 23d Street, New York

bled out my hope! I looked into my dear old wife's care-worn face and then across the mired veldt. I could not help it. I cried.

"Since that day I have not been able to stand straight. I was old and weak, hungry and homeless. My children had all died in defense of our country. There we stood, my wife and I, supporting each other in our misery. How lonely we were! how much alone! I was too old to fight again and strike another blow for our liberty—too old to walk behind the plow—almost too old to live. My countrymen saw my tears. They offered to help me out of their scanty cupboards. They were as poor as I. I was so old, but not too old to earn a living if the opportunity offered."

Only a word more, says Mr. Inglis, is needed to make the record complete—"the old man was defrauded of a good part of his pay."

SIDE-LIGHTS ON BRAND WHITLOCK

HOW Brand Whitlock, the "Golden-rule Mayor" of Toledo, came by that name is now generally understood. Elected at a personal expenditure of but eighty cents, and endeavoring always to fulfil the "dictates of a powerful realization of humanity," he has won a national reputation, tho his administration itself is not without severe critics, some of whom think Toledo a little too "wide open" to meet the precepts of the author of the Golden Rule. But Miss Minnie J. Reynolds, in *The Designer*, gives us some new sidelights on the character of the Toledo Mayor, and explains more fully why Toledo is known as the "Golden-rule town." Among other things:

> It is the only city in America where the police carry no clubs, night or day.
>
> It is the only city where a gathering so great as that of the G. A. R. encampment with two hundred thousand visitors and a parade two miles long, was ever handled without a club in the hands of the police.
>
> It is the only city in the world or in history where a public banquet was ever given by the police magistrate to men and women under sentence to jail, paroled under probation officers.
>
> It is the only city where for six successive elections—twelve years—the Mayor has been elected, with all political parties against him.
>
> It is the only city where the mayor has never asked anybody to vote for him or his ticket, either in private or in any public address he ever made.
>
> It is the only city where the text, "Do unto others as ye would have them do unto you," hangs over the judge's chair in the police court.

Mayor and Mrs. Whitlock live in a little house of eight or nine rooms on a quiet side street in Toledo. There are no children there—for they have lost both of theirs—and yet:

> In fourteen years of married life the Whitlocks have never been separated for twenty-four consecutive hours. He is invited to lecture from one end of the country to the other, but she always goes too. He never leaves Toledo without her. She goes to every meeting in the Toledo campaigns; maybe at the noon hour at some factory gate, maybe at

BUFFALO LITHIA SPRINGS WATER

What the doctors take.

YOU may have heard of the man who called to see his doctor about a bad cold, and got an elaborate prescription. Noticing the doctor sipping something from a glass, he asked what it was.

"Oh, that's hot lemon-juice and sugar," said the doctor, absent-mindedly. "I find there's nothing like it for a cold."

One striking fact about Buffalo Lithia Springs Water is the great number of physicians who TAKE IT THEMSELVES.

Dr. Edward McGuire, of Richmond, Va., Professor of Gynecology in University College of Medicine, says, "The best evidence I can give of my estimate of the value of Buffalo Lithia Water is that I drink it myself for a uric acid diathesis. I frequently advise it in all such conditions."

Dr. John T. Metcalf, of New York, Emeritus Professor of Clinical Medicine in the College of Physicians and Surgeons, New York, says, "I have for years prescribed Buffalo Lithia Water for patients, and used it in my own case for gouty trouble, with decided beneficial results, and I regard it certainly as a very valuable remedy."

Dr. Hunter McGuire, M.D., LL.D., ex-President University College of Medicine, Richmond, Va., and the unanimous choice of the American Medical Association as its President, said, "Buffalo Lithia Water, as an alkaline diuretic, is invaluable. In Uric Acid Diathesis, it is a remedy of extraordinary potency. I have prescribed it in cases of Rheumatic Gout, which had resisted the ordinary remedies, with wonderfully good results. I have used it also in my own case, being a great sufferer from this malady, and have derived more benefit from it than from any other remedy. I prescribe this water ten times where I prescribe any other once."

And there are many others. Shall we send you their names?

BUFFALO LITHIA SPRINGS WATER is a natural mineral water, from the historic Buffalo Lithia Springs in Virginia. It is known the world over for its peculiar medicinal powers, especially in rheumatism, gout, gravel, diabetes, Bright's disease, gall-stones, and all diseases caused by uric acid.

It is bottled in a modern sanitary plant right at the springs, just as it bubbles from the rock, pure and unadulterated, under the direction of a competent bacteriologist.

It is put up in new sterilized half-gallon bottles, which are *never refilled*.

BUFFALO LITHIA SPRINGS WATER
NATURE'S MATERIA MEDICA

TRADE MARK

Each cork bears a SEAL with this TRADE-MARK stamped on it.

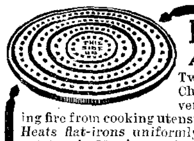
It is sold everywhere by leading druggists, grocers, and mineral water dealers.

Write TO-DAY for booklet telling what this water has done for people with your trouble.

If not on sale near you, write us, giving your dealer's name, and we will see that you are supplied.

Guaranteed under the Pure Food and Drug act, June 30, 1906. Serial No. 15,055.

BUFFALO LITHIA SPRINGS WATER CO. BUFFALO LITHIA SPRINGS, VIRGINIA



Protecto Plate

A Necessity in Every Home

Two iron plates, joined, 10-in. diameter. Chutes on under side diffuse heat; intervening air chamber equalizes it. Separating fire from cooking utensil, prevents scorching or burning food. *Heats flat-irons uniformly.* Inverted pan over plate, bakes potatoes in 20 minutes, biscuits in 6. Makes moist brown toast. Saves worry, utensils and 50 per cent fuel. **Prepaid 50 cents.**

Agents wanted **L. D. Connolly Mfg. Co., 123 Liberty St., N. Y.**

For real tobacco flavor, not pipe odor, smoke the

ABSORBO PIPE

Genuine Imported Vienna Meerschaum

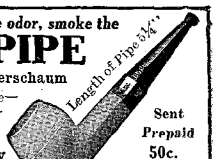
Absorbs the nicotine like a sponge—ensuring a cool sweet smoke without injurious after effects. Colors a beautiful rich brown.

Money back if not satisfactory

Send for our 200 A list

Sent Prepaid 50c. 3 for $1.25

SMOKE SHOP SPECIALTIES CO., 31 Main St., Holyoke, Mass.



GUNN SECTIONAL BOOKCASES

Let us solve your library problem at the least expense.

Get our new handsome catalogue B, illustrated in colors.

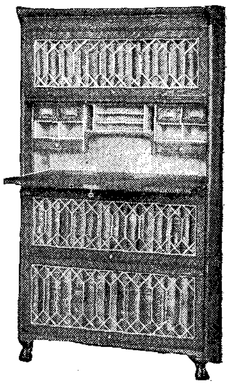
Our prices are lower than others

with quality guaranteed. Be sure you know about our Sanitary Claw-foot, Mission and Standard styles, and what our exclusive features mean to you—absence of *iron* bands; easily taken apart for economical moving; easily removable non-binding doors. Sold by dealers or direct

Gunn Furniture Company, 19 Victoria Street, Grand Rapids, Mich.

Makers of Gunn Office Desks and Filing Devices

GUNN OFFICE DESKS
WRITE FOR CATALOGUE



AMERICAN BANKERS ASSOCIATION TRAVELERS' CHEQUES

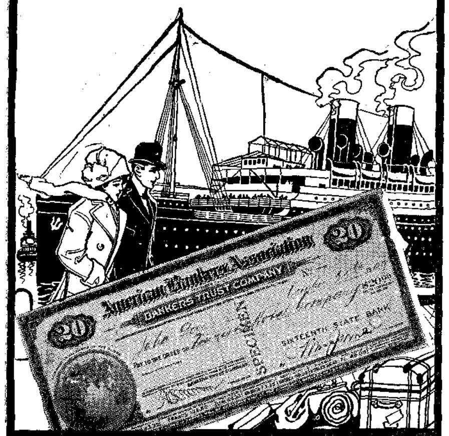
Solve the Money Question

Experienced travelers pronounce the "A.B.A." Cheques the best form of funds ever carried, for use in Europe, America or in any other part of the world. Tourists returning from "world-round" trips report that their "A.B.A." Cheques met with ready acceptance even in remote parts and caused them to receive unexpected courtesies.

When supplied with these cheques you are protected against loss of your money; you have a means of identifying yourself to banks, hotels, ticket agents, merchants, etc., and you avoid delays and embarrassments in obtaining funds and paying accounts.

The cheques are issued in $10, $20, $50, and $100, and may be purchased in amounts to suit.

Write to the Bankers Trust Company, 7 Wall Street, New York, for interesting booklet, "The International Exchange for Travelers," and information as to where you can obtain the cheques in your vicinity.



BUY THEM FROM YOUR OWN BANKER
OR IF HE CANNOT SUPPLY THEM APPLY TO
BANKERS TRUST COMPANY, NEW YORK CITY.

CRUDOL
Nature's Hair Tonic

Crude Oil is generally admitted to be a natural hair grower

CRUDOL

is crude petroleum made pleasant to use.

One application produces surprising results. CRUDOL removes dandruff, feeds the scalp and nourishes the hair roots, promoting luxuriant growth of fluffy hair.

CRUDOL is sold in 25c and 50c tubes.

THE CRUDOL COMPANY
1773 Broadway
New York

THE
CRUDOL
COMPANY
1773 Broadway
New York City

Gentlemen:—Enclosed find .... in stamps for tube of CRUDOL.

Name..........................

Address..........................

My Druggist is..........................

night in the big tent. He always wants her in the front row, where he can see her face. She times his speeches, she keeps his spirits braced up, she looks after his food. Somebody told me that she "packs the hardtack" when they go traveling. Mr. Whitlock has suffered from indigestion for years, and often takes only crackers and water for breakfast.

Mr. Whitlock is long and lean and loose-jointed—the Lincoln type of figure. Mrs. Whitlock is small and round and plump; a merry, cheerful, practical little person. She lives and moves and has her being in Brand. Her mother is wont to say, plaintively, that she is so glad Brand eats, because she is sure, if he didn't, Nell wouldn't eat either. And yet, queerly enough, Mrs. Whitlock is a woman suffragist. It never seems to have occurred to her that because a woman has a distinguished husband, of whom she is very fond and proud, therefore she should not want to vote.

In the fall of 1908, altho not running for office, Brand, as he is familiarly known, made several campaign speeches of a general order. In the course of these he often told the story of a tramp who called at a clergyman's kitchen door and asked for food:

The clergyman handed him out two slices of bread, and then said, "Can you pray?" "No," said the tramp, "I don't know any prayer." "Will you pray with me?" said the minister. "Certainly," said the tramp. The minister led the way through the Lord's Prayer. At the conclusion the tramp said, "When you say 'Our Father,' do you mean your father and mine too?" "Yes," said the preacher. "Well," said the tramp, "don't you think it's pretty mean to give your brother a cold handout when he comes around to breakfast?"

One New Year's morning the Whitlocks had late breakfast, and before it was quite ready two men called:

They were obviously unemployed workingmen, not yet slipt into the tramp class. They had not come to beg, and so they came to the front door. They were ushered into the dining-room, where the table stood spread for breakfast. They wanted to see the Mayor on some business connected with a job.

"We're very late with our breakfast this morning," said Mrs. Whitlock; "I expect you've been to breakfast already." Both said they had, but Mrs. Whitlock was perfectly sure they had not. She went upstairs, where the Mayor was still dressing.

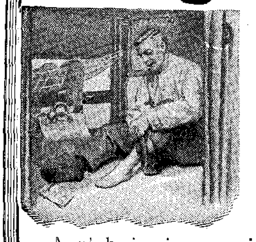
"Two of your 'brothers' are downstairs," said she; "the table is all ready there, and I know they haven't been to breakfast. They've undoubtedly heard you tell that 'brother' story a dozen times. What are you going to do—send them to eat in the kitchen, or have them sit down with us?"

"Why, ask them to sit down with us, of course."

The two "brothers" were invited to breakfast, and enjoyed hot griddle-cakes, sausage, and coffee. Their little fiction of having eaten was respected, and they were urged just to come and have a bite, to be sociable. At the end, however, one of them, an old man, looked up, with his pride quite melted. "That's the first mouthful I've had since yesterday morning," said he.

One day Henry Frisch, the sergeant-at-arms in the Mayor's office, entered the Mayor' private room, and in an offhand way said:

Togards



Enable You to Wear Sheer Hosiery Economically and Insure Foot-Comfort.

Men's hosiery is now an *integral* rather than an *incidental* article of attire. It is just as important as good clothes.

Hundreds of thousands now know that only by wearing TOGARDS can they wear fine, sheer hosiery with any degree of economy and comfort.

Slipped on over the toes underneath the stockings. Never conscious you're wearing them.

TOGARDS are made in both lisle and silk. All sizes for men, women and children. Natural color only, not dyed.

Lisle, 10 cents a pair; $1.00 per dozen pairs.
Silk, 25 cents a pair; $2.75 per dozen pairs.

Every pair in a sealed sanitary packet bearing the TOGARD trade mark.

Sold by all dealers in men's and women's apparel all over the globe. Should your dealer not happen to have TOGARDS, we will send to you, postage prepaid, on receipt of price. In ordering be *sure* to state *size* of stocking you wear.

Copyright 1909, H. L. Nelke & Co., Phila.

H. L. NELKE
& CO.
Tenth & Norris
Streets
Philadelphia, Pa.

Sell Your Art-Works

Original ideas in Place-cards, Hand Embroideries, China Painting, Stencil Work, Porcelain Miniatures, Photographic Color Reproductions—all these are

WANTED

by people of refined taste, and means to gratify the same.

You can place your work before just this class of people with every assurance of results, through an advertisement in The Classified Columns (see page 711).

Let The Digest Make Patrons for You

Classified Advertising Dept., The Literary Digest

SANITOL
TOOTH
POWDER

The Sanitol Smile

Sanitol Tooth Powder polishes the teeth and keeps them white. Its antiseptic properties destroy germs—prevent decay—tone up the gums and purify the mouth!

It is delightful to use

SANITOL

"There's a big crowd of men out here waiting to see you. Shall I send 'em away?"

Mr. Whitlock looked up. "You know I never send anybody away who wants to see me, Henry," said he.

"But there's five hundred of 'em," said Henry, stolidly; "they can't get in the office. The halls are full; they're blockin' traffic."

"I see; well, just steer them into the council-chamber, Henry, and I'll come and see what they want."

It was not difficult to find out what they wanted. It was in the midst of the last panic and a procession of Toledo's unemployed had come to demand work of the Mayor. The vast majority of them could speak no English and made known their wishes through an interpreter of their own. The Mayor replied that he understood and deplored the situation; that he himself could do nothing for them; that he had no work for them, and no fund for charity; but that he was at that time trying to get the city to issue bonds to secure money for work on the great boulevard which is planned to surround Toledo. He explained the nature of a bond issue, and said that if this were done there would be work for the unemployed through the winter.

The bonds were issued, and a great stretch of work was soon completed on the boulevard which will some time be the pride of Toledo. The work was done under municipal direction, and big bonfires were built where the men were at work for them to warm their hands occasionally. On bad days a great kettle of hot coffee was set out for them.

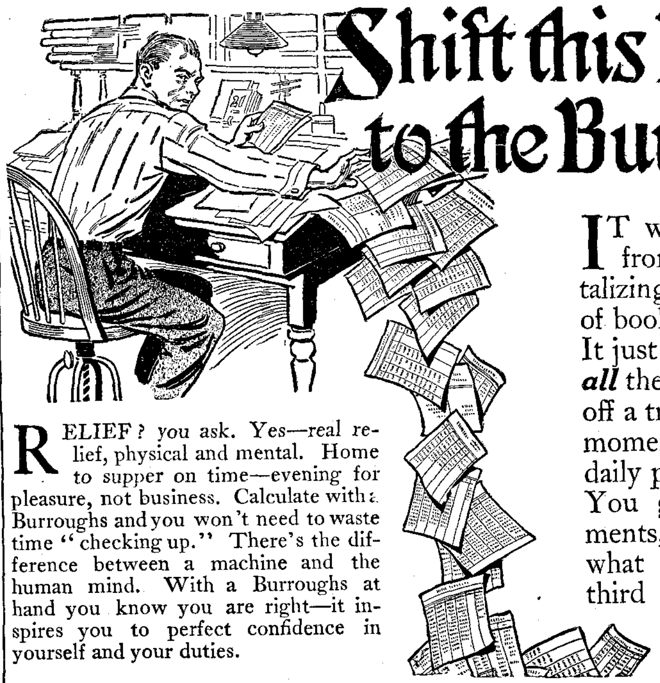
But Mr. Whitlock is not the only Golden-rule Mayor that Toledo has had. "Golden-rule Jones" was four times elected Mayor without a party behind him and with every paper in the city against him. When Mr. Jones died they had to have the funeral out of doors because no building was big enough to contain the people. A "vast concourse" assembled on the grounds before the Jones residence, and the city's leading men delivered the funeral orations to the assembled multitudes as they used to do in the Roman Forum when a great hero died. On this occasion "one of the chief speakers was Mr. Whitlock."

AMUSING TIMES WITH PEARY

THE exploring reader will discover many an amusing anecdote in George Borup's story of arctic adventure which has been published by Frederick A. Stokes Company of New York, and bears the modest, if misleading title of "A Tenderfoot with Peary." For young Borup, tho still an undergraduate at Yale, was chosen by Commander Peary as one of his four chief assistants to aid and abet in the dash for the Pole, the other three being Professors Marvin and MacMillan, and the experienced Henson. Slang and stray bits of humor run riot through this unique narrative which carries us all-unconsciously into "the land of cloud and snow."

The *Roosevelt* was now well on her Northern way. We read:

The noise on board is something terrific. Two hundred and thirty-six big wolves are



Shift this Burden to the Burroughs

IT will bring you relief from all the trying, tantalizing mechanical details of bookkeeping drudgery. It just seems to take away ***all*** the work. You strike off a trial balance in a few moments! You do your daily postings swiftly! You get out your statements, inventories, bills—what you will—in one-third the usual time.

RELIEF? you ask. Yes—real relief, physical and mental. Home to supper on time—evening for pleasure, not business. Calculate with a Burroughs and you won't need to waste time "checking up." There's the difference between a machine and the human mind. With a Burroughs at hand you know you are right—it inspires you to perfect confidence in yourself and your duties.

Burroughs Bookkeeping Machine

"A Better Day's Work Every Day"

And besides these mechanical advantages you have a powerful world-wide force at your finger-tips in the great ***Burroughs Service.*** This places you in perpetual contact with the five-million-dollar Burroughs Company through its three far-reaching Service Departments, which afford constant mechanical inspection and assistance, give expert advice as to office systems and assure you every benefit of future improvements on the machine.

Write us today for statistics of the Burroughs, telling how that machine has proved useful in your line. Why continue in the old way, when the better method is really cheaper?

Write for our free books: ***"A Better Day's Work"*** (for **any** business); ***"Why Don't You Go Home?"*** (for retailers); ***"Cost Keeping Short Cuts"*** (for cost keeping departments).

BURROUGHS ADDING MACHINE COMPANY
49 Burroughs Block, Detroit, Michigan
EUROPEAN HEADQUARTERS:
76 Cannon Street, London, E. C., England

Form 1327A Roster 2276

5% Where Else Can You Find An Investment

That pays 5 per cent interest, from the day your money is received—

That offers abundant security in the form of first mortgages on improved real estate—

That permits you to withdraw your money at any time without notice—

And that is backed by a conservatively managed company with ample resources and 16 years of successful business experience—

In the entire history of this company there has never been a day's delay in the mailing of interest checks, or the payment of principal, when asked for.

Let us send you the booklet telling all about it.

The Calvert Mortgage & Deposit Co.
1045 Calvert Bldg., Baltimore, Md.

A Boon to Automobilists!
Strong winds and dust and dirt from streets cause burning and inflamed eyes.
Dr. Isaac Thompson's CELEBRATED **EYE WATER**
gives almost instant relief and is easily applied. As a daily toilet requisite for bathing and freshening the eyes it is indispensable. *For Sale at all Druggists.* **Price 25c.**
SPECIAL 30-DAY OFFER
Send 10c for Trial Bottle before May 8.
JOHN L. THOMPSON, SONS & CO.
163 River Street - - - - - Troy, N. Y.

That Boy of Yours

—IS HE A PAYING INVESTMENT? If you have done the square thing by him, his maintenance and education, up to 20 years of age, has cost you in **CASH** some **$2000 to $2500.** Is he a paying investment? Just one thing may wreck him as quickly as a big defalcation would wreck a bank. Yes, **DRINK WILL DO IT.** Prof. A. A. Hopkins makes all this clear on a Dollar and Cents basis in his new book **"Profit and Loss in Man."** *"A word in season"* may save you and your boy great sorrow and loss. Get this new, practical book. Read it!

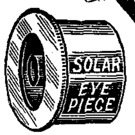
12mo, cloth, $1.20 net; by mail, $1.30
FUNK & WAGNALLS COMPANY, NEW YORK

Everyone Needs a Telescope

It enables you to see objects miles away. Vacationists can multiply their joys with it, for it brings all the country around right up to their eyes. Near waterways you can watch incoming or passing ships—read their names. And for farmers and ranchmen it is an absolute necessity, for they can keep their eyes on their cattle, horses or men when far out in the fields.

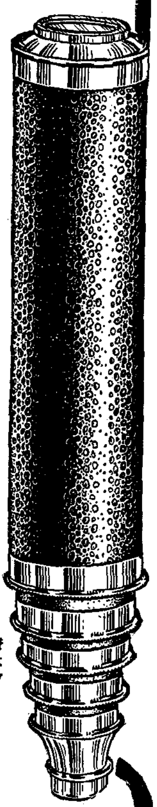
Over 3½ ft. Long

The Sign of Quality



For studying celestial phenomena, particularly the recurring sun spots, this solar eyepiece will allow a careful study of Old Sol and solar eclipses. This attachment *alone* is worth *more* than the entire price to any one interested in this science. Free with the

Excelsior Telescope



Eye piece of telescope can be used as a microscope to detect insects or germs in plants or vegetables.

The Excelsior Telescope is made by one of the largest manufacturers in Europe. The lenses are carefully ground and correctly adjusted by experts. It is brass bound, and besides the solar eyepiece, has a brass dust cover at the end. Closed, the telescope is 12 inches, and has a circumference of 5¾ inches. It opens over 3½ feet long in five sections.

It is a known fact that telescopes of this size cost $5.00 to $8.00—even without a solar eyepiece. For $1.00 you can now have a telescope with advantages of one worth $5.00 to $8.00.

The Mysterious Sun Spots

PRICE $1.00

L. S. Henry of N. Y., says: "Worth many times price." E. G. Patton, Kansas City, Kan., says: "Could count cattle twenty miles away."

Satisfaction guaranteed or money back. Send us your dollar by registered letter, postal money order, or bank draft to our order, today. We send the telescope by mail or express insured for 20c extra.

Our Illustrated Bargain Catalogue sent free with each telescope

Dollar Specialty Co. Dept. L. D. 90 Chambers Street, New York

Some men feel that fine literature is something beyond them—something requiring a certain "higher education"—when as a matter of fact, all they need to fully understand and appreciate the beauties of good books is a copy of the Standard Dictionary.

English, German French, Domestic

Twelve Popular Shades

Spliced Toe and Heel

SILK HOSIERY

FOR SPRING AND SUMMER WEAR

We are making a special feature of our pure thread silk half hose, *Bright*, *Lustrous*, *Crunchy*, in all popular shades at **50c.**

Get acquainted with our *Shopping-by-Post-Service*. It will pay you handsomely. Booklet **C** will tell about it. Sent on application.

MACULLAR PARKER COMPANY
400 Washington St. Boston, Mass.

holding a regular meet-all-comers tournament to settle the championship of the pack and to see how each dog stands in regard to every other one. They spar with their feet with great swiftness and are up to date at catch-as-catch-can. We are finding out they aren't as fierce as the dogs Nansen had. When one dog gets down and knows he's licked, he hollers and yelps to beat the band, just like a kid who is getting trimmed and begs for mercy. They go on the theory that the more noise they make the less they'll get coming to them.

The only time he ever saw the pack refuse to "scrap" was when he took out his kodak to get a photo of a good rough and tumble:

Then they acted as if they were at a big dinner when a flashlight was about to be taken. Possibly this instinct could be used by the police in stopping riots.

Borup found the Eskimo people honest and persevering:

In their own country they will leave a cache of thousands of eggs for a couple of months or so, and return to find it unmolested. If you intimate that the line of talk they're handing out to you is not quite accurate they are greatly cut up. "To lie is no good."

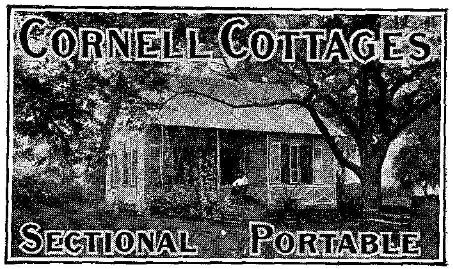
It became bitter cold, and hard for only a "tenderfoot" to bear. And yet:

The general prevailing idea that underneath our furs we had several tons of woolen garments is as correct as most popular ideas on the Arctic. We wore very little wool; what we had was not to keep us warm but to prevent friction. The more woolen stuff you have on the colder you get. This is because the wool absorbs the moisture.

His experience with dog and rein was at first arduous:

"All ready! Going away!" yelled the huskies, and off we went. Onwagibsu chaperoned me for a quarter of a mile, and his dogs went like a streak. Then he dropt off, returning to the ship. I kept mum, and soon the dogs began to go slower and slower. I wasn't wise to the huskie vernacular as applied to dogs, and my English the dogs didn't "savvey"; so, when addrest, they didn't understand what was wanted, turned around as if to see who was responsible for the racket, and sat down. The twenty-five-foot whip was tried, but the dogs never moved. They certainly were amused at the exhibition put up. First thing I did was to sting myself a crack in the face, then I knocked my hat off. On the third trial I managed to miss myself, but hit an Eskimo who was passing. Next time the lash snarled around a dog-trace, and the lash as well as some temper was lost. Then I got next to a snowshoe and that looked large and formidable, besides making a big "swish" as it went through the air; so after they had been handed a few slams in the slats the dogs were persuaded to get a move on. . . . .

The march back to the ship taught me some more of the "don'ts" in dog-driving. About six miles from the ship I started to untangle the traces, which were pretty effectively snarled. Before commencing, I waited till all the dogs were curled up and apparently asleep. But just as the job was completed, one fool dog started off, his legs full of acceleration. Every other dog in the pack, dreaming of "I wonder who's kissing her now," woke up and left to find out. I

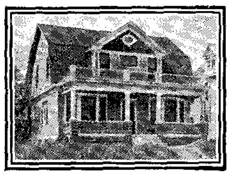


FACTORY-MADE BUILDINGS, with sections built by the hundred, are **less expensive** and **better** for the money than the home-made kind. **CORNELL PORTABLE BUILDINGS** are **permanent,** when once erected on your premises, so long as you wish to have them there. They are waterproof, windproof and weatherproof, and we also build a **GARAGE** which is **fireproof.**

CORNELL COTTAGES, CHURCHES, SCHOOL HOUSES and Portable Buildings of every kind are all built in sectional units. *Hundreds of satisfied users* attest their merit and practicability.

CORNELL PORTABLE BUILDINGS are Reasonable in Price. They cannot be duplicated at the prices we name. We **Prepay Freight** to nearly all R R. stations. All our buildings are **Painted Inside and Out,** colors of your selection, without additional cost. Our illustrated Catalog tells more. Write for it *today*.

WYCKOFF LUMBER & MFG. CO.
408 Green St., Ithaca, N. Y.


No. 42 Cost $3800

KEITH'S

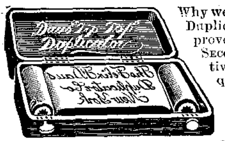
The Authoritative Magazine for Home Builders. Each 80-page issue shows 8 to 10 Plans of Artistic Homes. 20c copy. Sub. $2. Send $1 for 6 mos. sub. and book of

Cottages and Bungalows

100 PLANS

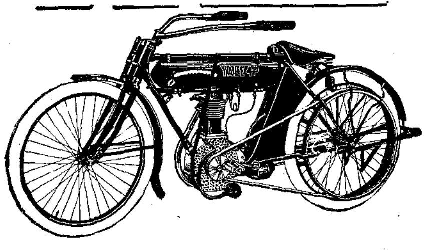
M. L. KEITH, 671 Lumber Exchange, Minneapolis, Minn.

THERE ARE TWO REASONS


Daus' Tip-Top Duplicator
The Felix P. Daus Duplicator Co. New York

Why we send our Daus Improved Tip Top Duplicator on 10 days' trial. FIRST—it proves OUR confidence in the machine. SECOND—By personal use, YOU can positively tell whether it meets your requirements. Each machine contains 16 ft. of duplicating surface. 100 copies from pen written and 50 copies from typewritten original. Duplicator, cap size, price $7.50, less discount 33⅓ per cent, net **$5.** **Felix P. Daus Duplicator Co., Daus Bldg. 111 John St., N. Y.**

1911 Yale Motorcycles



The *quality* feature that is the keynote to *service* predominates in every YALE motorcycle.

1911 YALES are the highest type of QUALITY PRODUCTION known to present day mechanical engineering.

1911 4 H. P. YALE - $200
With Bosch Magneto $235
1911 7 H. P. YALE TWIN $300

Long stroke motor, especially heat-treated cylinder, ground to thousandth part of an inch, valves drop hammer forged from highest quality nickel steel, perfectly seated and of generous size. New positive grip control (patented) and offset cylinder.

YALE history is worth while reading. Write for it today.

CONSOLIDATED MFG. CO.
1743 Fernwood Ave., Toledo, Ohio

made a beautiful dive tackle at the traces and got hold of about eight, but that didn't bother the dogs at all, not with that idea in their heads, so I went sailing over the snow like the country lad who stuck his head in the double yoke to help his newly acquired Texas steer haul the plow, and who, after leaving the field behind, and while sprinting down the village street, calliopod: "Here we come, damn our fool souls, some one head us off." After a hundred yards or so dog after dog was cast loose till three were left, when the anchor held. The others had gone straight to the ship and were at once recognized as part or most of my outfit. The bleachers were full when Casey came to bat.

A chapter devoted to walrus-hunting starts off in this breezy manner:

Holy Smoke! You may spiel of your lion-shooting in Africa or of the gentle rhino dusting your way with all the speed and daring of a Moisant, but if you want the real thing try a scrimmage with walrus when every one is standing by to repel boarders, hitting them over the heads with oars, boathooks, and axes, when one's decks are cleared for action and the ammunition hoist on the bum and the gol-darned band playing "Annie Rooney"—Himmel, it's ausgezeichnet!

He tells how he and MacMillan got a couple of walrus, and continues:

Just then about forty others, which had been attending a banquet in the rathskeller, came rushing upstairs to see what all the roughhouse was about, joining the ten from the roof garden. Jerusalem! it looked as if a million whales were spouting at once. The air was full of water, cuss words, and clam shells. The water was just one writhing mass of merry Hades let loose.

Just then a trio came to the surface about fifteen yards off. They all bore marks of the fray and were mad clean through. Giving their battle cry of "Ook! ook! Hold on to your seats, you fellows; we're going to sing the second verse," they charged us. Our magazines were as empty as a Princeton man's pocketbook after a Yale football game. Our huskies didn't like the looks of things. They grabbed the oars and banged them on the gunwale of the boat, yelling like Broadway on the night of Dec. 31, but as well try to head off the New Year. Mac and his automatic were having a bully time, and we cut loose. The walrus were treading water and banging their front flippers together, madly shouting "A la bainnette!" as they urged the Old Guard on. The general racket, the crepitating rifles, the shouts and pounding of the huskies, the bellowing of the infuriated animals, resembled a Vanderbilt Cup race in Pandemonium. Mazzazza pazzazza, it was grand!

We torpedoed one and knocked the propeller off another; but the biggest one dived, and the next second we were half blinded by a water spout as the giant ranged alongside and tried to give us the hook with his tusks. With the guns almost touching his head, we let 'er rip. That ended Mr. Walrus and with an exultant cheer the Eskimos threw their harpoons.

A Slip.—SHE—"Tell me, darling, that you are not marrying me for my money!"

HE—"Why, my pet, what could put such a thought in your head?"

SHE—"Well, in your last letter, instead of 'I love you a hundred thousand times better than anything else' you wrote, 'I love you a hundred thousand dollars better than anything else'!"—*Fliegende Blaetter.*

THOSE who would like to know how they can have an unlimited supply of hot water in their homes, from any hot water faucet in the house, will be interested in this:—

There is a wonderful automatic gas water heater called the Ruud (pronounce it "Rude"). It isn't an ugly thing that is hitched on the bath tub, nor is it a device for heating the water in your range boiler—nor do you have to light it and put it out.

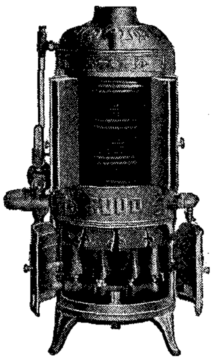
The Ruud is down cellar! No, you don't have to go near it. All you have to do to get hot water is to turn any hot water faucet. The Ruud takes care of itself. Opening the faucet automatically lights the gas in the Ruud, and the water is heated as it flows through the hot copper coils.

Suppose you come in late some evening from a spin in the motor car, or tired from overwork at the office, think of the luxury of a restful, sleep inviting, piping hot bath.

Next morning there is hot water just the same, even if the maid is washing in the laundry—the supply is inexhaustible.

It is useless to tell of the luxury of plenty of hot water. The fact that you can get it is the important thing.

If you want to know how it works we will tell you in another column, but the most satisfactory way is to go where they sell the Ruud and see it work.



Look in the telephone book and see if we have a branch in your town—if not, the gas company has the Ruud and will gladly show it in operation. Send for free descriptive booklet.

The How and Why of the RUUD

The Ruud is governed by two valves.

The pressure valve—that turns the gas on in the burners whenever a faucet is opened, and shuts off the gas when the faucet is closed.

The temperature valve—which turns off the gas when the water is heated to a certain temperature, and lights the gas when it starts to run cooler than a certain temperature.

Each valve is independent of the other and consequently never fails to do its work.

Here is the entire operation.

A tiny pilot light is burning—somewhere a hot water faucet is opened—the pressure valve turns on the gas and it is lighted by the pilot light and heats the copper coils through which the water flows.

When the water gets too hot, the temperature regulator turns off the gas.

It is quite some time before the coils start to cool, but when they do, the temperature regulator automatically turns on the gas again.

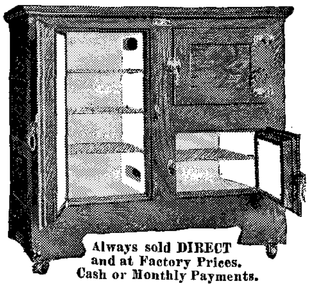
This is a great saving, for no more gas is burned than sufficient to heat the water used.

So the gas lights and goes out at intervals—the water is hot as long as it runs, and when you turn off the faucet the pressure valve shuts off the gas and the Ruud stops work.

RUUD MANUFACTURING COMPANY, Dept. H, Pittsburgh, Pa.
Branch Offices in all principal cities

Write for Our Free Book on
HOME REFRIGERATION

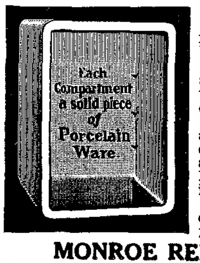
This book tells how to select the Home Refrigerator, how to know the poor from the good, how to keep down ice bills, how to keep a Refrigerator sanitary and sweet—lots of things you should know before buying any Refrigerator.



Always sold DIRECT and at Factory Prices.
Cash or Monthly Payments.

It also tells all about the "Monroe" with food compartments made in one piece of solid, unbreakable White Porcelain Ware, over an inch thick, with every corner rounded—no cracks or crevices anywhere, and as easy to keep clean as a china bowl.

The "Monroe"


Each Compartment a solid piece of Porcelain Ware

The leading hospitals use the "Monroe" exclusively, and it is found in a large majority of the best homes.

The "Monroe" is never sold in stores, but direct from the factory to you on our liberal trial offer, Freight Prepaid.

Easy Payments. We are making a radical departure this year from our rule of all cash with order, and sell the "Monroe" on our liberal credit terms, to all desiring to buy that way.

Just say "Send Monroe Book" on a postal card, and it will go to you by next mail.

MONROE REFRIGERATOR CO.
Station 8 . . . . Lockland, O.

NEVER MIND
LE PAGE'S
LIQUID
GLUE
WILL
MEND
IT

LE PAGE'S LIQUID GLUE
THE BEST
ALWAYS READY FOR USE
MANUFACTURED BY RUSSIA CEMENT CO. GLOUCESTER, MASS. U.S.A.
SOLD EVERYWHERE

If a bottle of **Le PAGE'S LIQUID GLUE** costs 10c. and you break an article worth $10.00 why not mend it with this wonderful adhesive ready for instant use?

Sold also in pin sealing tubes if you prefer it

Library slips with every bottle and tube

YOU

can have

the luxury of a real *desk* and a handsome library *table*—combined in the space of one.

No. 180—One of seventy-five designs
Covered by 4 patents

SIMPLY pulling open a drawer provides desk space with non-spillable ink-well and pen groove, with large roomy drawer beneath desk lid for stationery and correspondence. Nothing on the table needs to be disturbed.

Seventy-five artistic designs in every staple wood and popular finish give you a wide selection for every purpose.

Styles include reproductions of "Period Furniture" Louis XIV, Elizabethan, Tudor, Flanders, Colonial, Arts and Crafts and Modern Designs, made by skilled craftsmen from the finest materials obtainable.

Look for the patented easy-sliding, nickel-plated steel slide which allows the drawer to open freely. Counter-balanced to prevent tipping.

Cadillac Desk-Table

Our trade mark on the under side of the desk lid is for your protection.

"CADILLAC DESK-TABLES" are sold by leading furniture dealers. If your dealer does not sell them, we will see that you are supplied.

Booklet "N" showing our complete line in half-tone pictures will be mailed upon request.

WOLVERINE MFG. CO.
Detroit, Mich.

The largest parlor and library table manufacturers in the world. Our output is more than **"a table a minute."**

THIS MAN Rev. Cortland Myers, D.D. FILLS HIS CHURCH —the great Tremont Temple of Boston, Mass.—with eager men and women every Sunday. He has gathered *new members* into the church at the rate of about 200 a year. Would you value his opinion on "Why Men Do Not Go To Church"? A keen analysis of "The Faults of the Church," "The Faults of the Man," and "The Faults of Society." 160 pages. Cloth binding. Mailed for 60c. stamps.
FUNK & WAGNALLS COMPANY • New York and London

HOME GYMNASTICS ON LING'S SYSTEM

By ANDERS WIDE, M.D., Stockholm
A Series of Daily Exercises Mostly Without Apparatus

EVERYONE can derive great profit from this simple, plain, direct exercise at home. Based on the celebrated Swedish system.
"Simple and direct."—*St. Paul Press.*
"A little work of great value."—*Salt Lake Tribune.*
"A marvelous amount of information of a most practical character."—*New York Sun.*
Price, 50 cents net.

New York, 1907—44-60 E. Twenty-Third St.
FUNK & WAGNALLS COMPANY

THE SPICE OF LIFE

Keep It Dark.—WIFE (whose husband, the local mayor, has just been knighted—("Have you heard from the man who offered to trace our pedigree?"

HUSBAND—"Yes; he has found out more than enough."

WIFE—"What did you pay him?"

HUSBAND—"Fifty pounds—to hold his tongue."—*London Opinion.*

Was She Insured?—An extract from a popular novel. "He prest a burning kiss upon either cheek and straightway her face became ashen."—*Judge.*

Explicit.—At the Brooklyn Bridge.—"Madam, do you want to go to Brooklyn?"

"No. I have to."—*Life.*

No Need to Ask.—"Does your wife ask you for things she knows you can not afford?"

"She hasn't asked me for a thing since we were married."

"Great! How do you manage it?"

"When she wants a thing she does not ask me; she tells me."—*Houston Post.*

Why He Slept.—POET (taking his children through the art gallery)—"Good heavens, my little ones, look at that picture, 'Sleeper on a park bench.' The painter has actually put my last volume in the fellow's hand!"—*Fliegende Blaetter.*

Would Make Him Care.—JUGGINS—"Who was it that said if he could make the songs of the people he wouldn't care who made the laws?"

MUGGINS—"Don't know. But if he's the chap who's making the songs of the people nowadays I'd just like to have the making of the laws a little while! That's all!"—*Red Hen.*

A Mean Reply.—"Talk about man!" exclaimed the suffragist. "What has man ever done for woman?"

"He's furnished her with a model she's trying durned hard to imitate," came a voice from the rear of the hall.—*Boston Transcript.*

What He Wanted.—CLERK—"Do you want a narrow man's comb?"

CUSTOMER (gravely)—"No; I want a comb for a stout man with rubber teeth."—*Baltimore American.*

Bread on the Waters.—"Just one word of advice, son, before you go out into the world."

"Yes, dad?"

"Always be kind to Democrats. They have their turn once in a while."—*St. Joseph Herald.*

A Change.—HE (with a little sigh)—"This is the third winter hat you have had this year."

SHE—"Well, but dearest, summer will soon be here now."—*Fliegende Blaetter.*

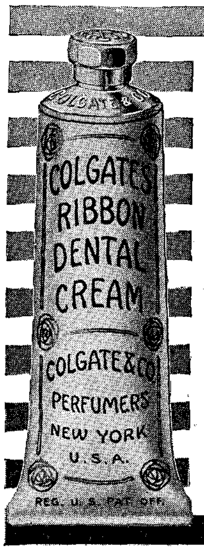
Room for More.—"Come, Willie," said his mother, "don't be so selfish. Let your little brother play with your marbles a while."

"But," protested Willie, "he means to keep them always."

"Oh, I guess not."

"I guess yes! 'Cause he's swallowed two o' them already."—*Catholic Standard and Times.*

COLGATE'S TRADE RIBBON MARK DENTAL CREAM


COLGATE & CO
COLGATE'S RIBBON DENTAL CREAM
COLGATE & CO PERFUMERS NEW YORK U.S.A.
REG. U. S. PAT. OFF.

THIS TRIAL TUBE is for you. We will send it for 4 cents. Write for it that you may know the delicious flavor and efficiency of Ribbon Dental Cream.

COLGATE & CO.
Dept. Y
199 Fulton Street
New York

MARVELS BEYOND SCIENCE

A Record of What Has Been Done in the Reduction of Occult Phenomena to a Scientific Basis
BY PROF. JOSEPH GRASSET, M.D., FRANCE

"The only modern book which deals with the subject of occultism, spiritualism, and psychical research without bias, lucid in its diction and avoiding terms and words incomprehensible to the ordinary layman."—*Brooklyn Citizen.*

8vo, cloth, $1.75 net; by mail, $1.85
FUNK & WAGNALLS COMPANY, N. Y.

THE IRISH have always been mighty interesting people, and nobody knows them better than Justin McCarthy. He knows their past as thoroughly as he does their present, and when he tells all about both in his book **"Ireland and Her Story,"** he makes a story which the critics unite in pronouncing "as fascinating as a novel." One might add that this brilliant little history is much more fascinating than many novels, and better yet, it is true. The price is only $1 postpaid.

THE IRISH AGAIN, are celebrated for their rollicking humor and keen wit. Good stories of them are always welcome. Certainly when one of the cleverest of Irish storytellers brings out a book it can not fail to make a hit. Seumas MacManus is the present day Prince of Irish Storytellers, and his book **"The Red Poocher,"** has been greeted everywhere with such superlatives of praise that it is useless to try to quote them. May as well let every reader invent his own exclamations of delight when he closes the book. It can be had for 75 cents postpaid.

THE IRISH ONCE MORE, are lovers through and through. When we want an ideal love story, we pick out a gallant, poetic, passionate Irishman and his blue-eyed colleen, and we are pretty sure to develop a love story fit to set to music or put upon the stage. There are always novelty, humor, tenderness, passion, and sometimes tragedy in them. Anna MacManus, sometimes known as "*Ethna Carbery,*" the wife of Seumas MacManus, was endowed with a rare insight into the character and nature of these people—her people. With the pen of an artist and a great love in her heart, she has written six beautiful, throbbing, magically appealing Irish love stories which now appear in the book **"The Passionate Hearts,"** a treasure for any one. The price is 75 cents postpaid.

THE IRISH FINALLY, have a wealth of legend, folk-lore, and mythology. The wonderful doings of their ancient kings and warriors read like fairy tales, and such indeed they are in large part. Magic swords, spears, and armor; the miraculous "quicken-tree," grown from a fairy seed; the fairy fleeces; the wonderful whistler whose flute-like notes charmed his enemies into fateful sleep; the superhuman prowess of the old-time heroes; the devotion of friends and the relentless hate of enemies—all play important parts in the legendary past of this picturesque people. Anna MacManus, author of "*The Passionate Hearts,*" has given us nine stories of Irish adventure, legend, and mythology in her new book **"In the Celtic Past."** The stories glow with warm color and throb with chivalrous action and exciting adventure. The price of **"In the Celtic Past."** is the same as that of "*The Passionate Hearts,*" 75 cents postpaid.

FUNK & WAGNALLS COMPANY New York

Classified Columns

HELP WANTED

CUTLERY SALESMAN WANTED: Old established house. Good commission. Must deposit cost of samples, about $100, at start. Splendid permanent position. Write for particulars to BOX 188, Monett, Mo.

LEARN to write advertisements by Mail. You can positively earn $25 to $100 per week. Send for FREE prospectus. Page-Davis Co., Dept. 31, Page Bldg., Michigan Ave., Chicago.

We have attractive proposition for experienced man with some capital capable of managing thoroughly equipped box plant or might remodel for other woodworking line. Hope Progressive League, Hope, Arkansas.

INVESTMENT OPPORTUNITIES

SIX PER CENT FIRST FARM MORTGAGES

Send for booklet "A" and current list of offerings. E. J. LANDER & CO., Grand Forks, N. D. Established 1883.

INVEST YOUR SURPLUS FUNDS in 7% Farm Mortgages well supervised. Every *client protected. Highest bankers' references.* Booklet. HAMILTON BURCH, Attorney, Box 14, McRae, Georgia.

FOR WRITERS

SPEAKERS, WRITERS: WE FURNISH material for your speech, oration, essay, debate or club paper. Expert literary service, criticism, research. Write us your needs. AUTHORS' AGENCY, 153 Lenox Av., New York

MACHINERY

RIFE AUTOMATIC HYDRAULIC RAM pumps water by water power—no attention—no expense—2 feet fall elevates water 50 feet, etc. Guaranteed. Catalog free. RIFE RAM CO., 2197 Trinity Bldg., New York

STAMPS, COINS, ETC.

$7.75 PAID for rare date 1853 quarters; $20 for a $½. Keep all money dated before 1880, and send 10 cents at once for new illustrated Coin Value Book, 4x7. It may mean your fortune.
C. F. CLARKE CO., Dept. 90, Le Roy, N. Y.

PATENTS AND ATTORNEYS

PATENTS: For facts about Prize and Reward Offers and for books of Great Interest and Value to Inventors, send 8c postage to PUBS. PATENT SENSE, Dept. 63, Washington, D. C.

PATENTS THAT PAY
2 Books free: "What and How to Invent—Proof of Fortunes in Patents" and 61-p. Guide. Special offer. Highest references. E. E. VROOMAN, 806 F, Washington, D. C.

PATENTS PROMPTLY OBTAINED
Our free booklet will help you to fortune. Read pages 11 and 12 before applying for patent. Write today. D. SWIFT & CO., 307 7th St., N. W., Washington, D. C.

PATENTS SECURED OR FEE RETURNED. Send sketch for free report as to patentability. GUIDE BOOK and WHAT TO INVENT, with valuable List of Inventions wanted, sent free. ONE MILLION DOLLARS offered for one invention. Patents secured by us advertised free in World's Progress; sample free.
VICTOR J. EVANS & CO. Washington.

BUSINESS OPPORTUNITIES

EARN $10 TO $15 A WEEK AND HOLD YOUR POSITION BESIDES
No canvassing. We, as manufacturers of patented specialties, have new EASY MAIL ORDER PLANS to keep our factories busy. Large profits. Small Capital. If you are one of the want-to-go-ahead kind and mean business, write for plans, sworn statement.
J. M. PEASE MFG. CO.
3000 Pease Bldg. Buffalo, N. Y.

FOR THE HOME

Virginia Cured Hams. Nicely trimmed, well smoked with hickory wood; something nice. 15 pound average, 20 cents pound f. o. b. here. Reference or cash with order. W. S. Lindsey, Rural Retreat, Va.

MISCELLANEOUS

The Euryplan Lens. Latest Construction. Most Luminous. Recognized by leading authorities as the most scientifically made lens ever imported. Send for price-list and sample prints. RALPH HARRIS & CO., 24 Bromfield St., Boston, Mass.

YOUR AUTOMOBILE FOR SALE AT A FAIR PRICE?

Perhaps your car is too small, or you would sell it to procure a new model, a different make, or to

Buy a Used Car at a Bargain

In our issue of May 13th we will run our next special Used Automobile Dept. in the Classified Columns.

Let Us Offer Your Car for You

at a fair price, direct to other automobile users. No brokerage or second-hand dealer commission to pay.

Fill out, and Mail This Coupon Today

L. D. 4-8-11.

AUTOMOBILE DEPT. LITERARY DIGEST.
44 E. 23d St., N. Y.

Gentlemen:—I want to sell my ....

....

automobile. Please send without cost to me full particulars of how I can get a fair price for my used car.

Name......................................

Address...................................

Your 238,000 fellow subscribers are business men and manufacturers, prominent physicians, attorneys, bankers, brokers, railroad and government officials, druggists, architects, clubmen, etc. They represent a concentration of automobile purchasing power. They know and use automobiles, and if your car and price are right it means certain business for you to list the specifications of your machine in this Exchange.

The Literary Digest

Kennel Directory

7

ADVANTAGES OF CHAMPION DOG BISCUIT

They are crisp and will keep indefinitely.
They are clean and easy to handle when feeding.
They are appetizing.
They are wholesome.
They are free from moisture.
Dogs fed on Champion Dog Biscuit need no worm medicine.
They make the coat soft and glossy.

ST. PAUL BREAD CO. St. Paul, Minn.

AIREDALES

THE AIREDALE FARM KENNELS
Spring Valley, N. Y.
30 miles from New York City, Erie R. R. Always have registered young Airedales for discriminating buyers.

Coos Strain of Airedales—Bred and reared under ideal *Airedale* conditions. We have the "pal" you want. Home of Elruge Monarch, World's greatest Sire. Ask for catalogue—Best yet.
COOS KENNELS, North Bend, Oregon.

FOR SALE. Airedale Terrier Puppies. Good ones from champion lineage, and as good blood as there is in the country. Prices right. LINN BROTHERS, R. F. D., South Zanesville, Ohio.

BOSTON TERRIERS

TRAINED, GUARD, AUTO AND PIT DOGS

Satisfaction Guaranteed.

The Dog you **ought** to have,
At the price you **want** to pay.

Write your wants to
THE CEDARBROOK KENNELS
Amityville Long Island, N. Y.

HOUNDS

For Sale **Fox and Deer Hounds** of the Walker Strain. Also puppies sired by a winner at the Fox Hound Trials and out of tested bitches. Address
H. A. S. HAMILTON, Shadwell, Va.

BLACK AND TAN FOX-HOUND PUPS
Clarence Shotwell, Akron, Ohio

FOR SALE
Pedigreed Greyhounds. Pedigreed Collies.
Pedigreed Jerseys. Pedigreed Poland Chinas.
B. BYERS, Troy, Kans.

BEAGLES

One Hundred English Beagles, from best blood in America and England. Bitches in whelp and empty; fine lot of youngsters. Also Coon Hound pups just as represented.
TIFF KENNELS, BROOKLYN, PA.

POODLES

White Toy French Poodles and Toy Pomeranian Spitz. Perfect specimen from prize winning stock. Price reasonable.
ROHDES TOY KENNELS
Ann Arbor Michigan

GREAT DANES

Ch. Dewerin of Newman, A. K. C. No. 129,460, Big Dane Stud, Fee $50. 35½ in. tall, 193 lbs. Young stock for sale, guaranteed to please. SLUMBERLAND GREAT DANE FARM, R.F.D. 2, Dubuque, Ia.

COLLIES

FOR YOU—We have compiled a list of Stud Dogs, Matrons and Pups for sale. For drivers, companions or watch dogs, Springdale Collies lead. State what you want.
P. L. SAVAGE, St. Charles, Ill.

HAWTHORN COLLIE KENNELS
Beautiful golden sable and white pedigreed Scotch Collie Puppies, by noted registered sires. $15.00 up. Faithful, loyal, devoted youngsters. C. RYDER, Cummaquid, Mass.

PUPS AND GROWN STOCK FOR *pets and show.* Our dogs are all *either* present-day prize winners or are bred directly from such sires. Fair prices. Correspondence a pleasure.
ALSTEAD COLLIE KENNELS
Belle Mead New Jersey

SCOTCH COLLIES OF QUALITY FOR SALE
By KNOLLWOOD COLLIE KENNELS
Cobden . . . Illinois

HIGH CLASS SCOTCH COLLIES at lower prices. Some grand puppies by Imported Ormskirk Chancellor, 3 months old. Dogs $10 and $15; Bitches $8 and $10. State wants. SELBY COLLIE KENNELS, Pontiac, Mich.

IMPORTED COLLIE, Sample Surprise, A.K.C. 132534, handsomely marked tri-color, enormous coat; Reserve Winner N. Y., Boston, Pittsburg, *1910*; good health and disposition. First check for $150. **A. Johnson, No. Scituate, R.I.**

Workers, Collie Pups, Companions, Show Dogs
Best of Breeding. Prices reasonable. Our Collies are big Winners and give satisfaction every place. GLEN TANA COLLIE KENNELS, Tekoa, Washington. E. W. Mahoney, Prop.

PUBLICATIONS

IF YOU HAVE A DOG
you should read
FIELD AND FANCY
the only weekly in America devoted exclusively to the dog. Sample and Special Trial Subscription Offer on application.
FIELD AND FANCY
14 Church St. New York

AIREDALE TERRIERS
The Aristocrats of Dogdom
Famous for their intelligence and all 'round usefulness.
THE KENNEL REVIEW tells all about them, publishing more Airedale news than all other kennel papers combined. Send stamp for sample copy of this beautifully illustrated monthly dog magazine. Subscription only $1 per year.
The Kennel Review, 59th St., Kansas City, Mo

EVERY OWNER OF A DOG
Should have the three special numbers of The Bulletin on Breeding; 10c for the set 25c per year. THE BULLETIN CC Box 1028, New York City.

DOGS WANTED BY DIGEST READERS

If our subscribers fail to find listed in this Directory just the dog they seek, they are free to make use of our Readers' Service Bureau, through which they will be referred to reliable kennels in any part of the Country.

We receive frequent inquiries of this sort, which should urge you who have them for sale, to

LIST YOUR DOGS HERE

Consulting these columns weekly are over a million readers, comprising the successful, well-to-do business and professional men of the Country.

95% Home-owners means 95% Dog-lovers

Kennel Directory appears in second issue each month. *Write for rates.*

The Literary Digest Kennel Department

Efficiency
and
Scientific Management

Their Principles, Methods, and Practical Applications in the Machine-Shop, Factory, Power-Plant, and Mine.

A great special number of "The Engineering Magazine," written by the foremost practitioners of the new science of management—**Emerson, Gantt, Day, Hathaway, Church,** and others.

Twelve notable leading articles describing applications of the system; nine important Reviews of "Advanced Practice" in Europe and America; and descriptive notes (The Engineering Index) of 776 current engineering articles of permanent value.

512 Pages–Fully Illustrated–Beautifully Printed
25 CENTS A COPY
At all principal news-stands, or by mail for 25c in stamps

The definite purpose of the publication is (1) to enable the reader to clearly comprehend the present status of the new science, and (2) to indicate the steps necessary to the intelligent employment of all or any part of the system.

It is of course indispensable to every student and practitioner of modern systems of management, and it is invaluable to the men for whom it is *specially* written, namely: Proprietors, Executive Officers, Engineers, Superintendents, and Managers of industrial plants of every kind.

Books on "Scientific Management"

All the following books are new—Published to meet the insistent demand for authoritative information. We can fill orders promptly, postpaid, at the prices named:

Emerson's "Efficiency," 172 pp.	**$2**
Gantt's "Work, Wages and Profits," 200 pp. Illus.	**$2**
Carpenter's "Profit-Making," 146 pp.	**$2**
Day's "Industrial Plants," 300 pp. Illus.	**$3**
Church's "Production Factors," 198 pp.	**$2**
Going's "Methods of the Santa Fe," 124 pp. Illus.	**$1**
Brandeis's "Scientific Management," 92 pp.	**$1**

Write to-day for our Prospectus for 1911, and a pamphlet describing "The Library of Scientific Management"—free upon request.

The Engineering Magazine
140-142 Nassau Street New York City

We Will Send You FREE a Sample of Carey's Roofing

Also a booklet giving practical information and proof as to its quality and durability. The facts presented are based upon 25 years' actual time-test service of the Roofing itself and our experience in the manufacture and sale of

The Carey Roof Standard
CAREY'S FLEXIBLE CEMENT ROOFING

Investigate and learn WHY

—Carey's is the best roofing in the world.
—It never cracks or breaks from contraction or expansion.
—The heavy asphalt cement composition cannot deteriorate.
—The joints are absolutely water tight.
—It offers greater resistance to heat, fire, fumes and other severe conditions.
—It lasts longest and proves the most economical of all roofs.

Write Today — We Will Tell You Why — Use Coupon.

THE PHILIP CAREY MFG. COMPANY
65 Wayne Ave., Cincinnati, O.

Send FREE Roofing Sample and Booklet to

Name..

Address..

The Italian Of It.—"The professor says that music owes a great deal to Rossini," said the young woman. "What's Rossini?"

"That," replied Mr. Cumrox, "is probably Italian for 'rosin.'"—*Washington Star.*

A Clever Ruse.—Wife—"Please match this piece of silk for me before you come home."

Husband—"At the counter where the sweet little blonde works? The one with the soulful eyes and——"

Wife—"No. You're too tired to shop for me when your day's work is done, dear. On second thought, I won't bother you."—*Detroit News.*

Enough For Once.—A boy twelve years old with an air of melancholy resignation, went to his teacher and handed in the following note from his mother before taking his seat:

"Dear Sir: Please excuse James for not being present yesterday.

"He played truant, but you needn't whip him for it, as the boy he played truant with and him fell out, and he licked James; and a man they threw stones at caught him and licked him; and the driver of a cart they hung onto licked him; and the owner of a cat they chased licked him. Then I licked him when he came home, after which his father licked him; and I had to give him another for being impudent to me for telling his father. So you need not lick him until next time.

"He thinks he will attend regular in future."—*Dundee Advertiser.*

Not Eating.—"How do you like the new oatmeal soap?" inquired the barber, wielding the lather brush with extraordinary freedom.

"Seems nourishing," the customer replied, with a splutter, "but I've had my breakfast."—*Judge.*

Not a Musical Critic.—Eight or nine women, assembled at luncheon, were discussing ailments and operations as eight or nine, or one or two, or sixty or seventy women will. The talk ran through angina pectoris, torpid liver, tuberculosis, and kindred happy topics.

"I thought," commented the guest of honor, "that I had been invited to a luncheon, and not to an organ recital."—*Western Christian Advocate.*

Would Have to be Patient.—Friend—"When do you expect Mr. Rich to recover?"

Doctor—"I don't know; he's the only patient I have at the present time."—*Brooklyn Life.*

No Free-hand Drawing.—Son—"Father, I've decided to become an artist. Have you any objection?"

Father—"No; provided you don't draw on me."—*Boston Evening Transcript.*

Had Grown Suspicious.—"What's the trouble, Mr. Rockingham? You look worried."

"I am," replied the aged millionaire, who had married a young woman. "A deep, dark suspicion has entered my mind. My wife has compelled me to quit wearing rubbers."—*Chicago Record-Herald.*

CURRENT EVENTS

Foreign

March 24.—The Diaz Cabinet resigns in a body as a step toward reestablishing peace.

A dispatch from Agua Prieta denies the shooting of four Americans by the Mexican Government.

Premier Stolypin agrees to remain in office, the Czar, by imperial decree, suspending two of his reactionary opponents from all sittings in the Council of Empire until 1912.

March 25.—Mr. De la Barra, Mexican Ambassador in Washington, accepts the post of Minister of Foreign Affairs in the new Diaz Cabinet.

A dispatch from Kingston, Jamaica, says that bubonic plague is prevalent in Trinidad.

March 27.—The new Diaz Cabinet is officially announced with Cozio as War Minister. The post of Minister of Interior is not filled.

March 28.—Cei, the French aviator, is killed in a 2,000-foot fall while attempting a flight over the Seine.

March 29.—China has received formal notice from Russia of the latter's satisfaction with China's final reply to the Russian ultimatum.

Sir Caspar Purdon Clarke dies in London at the age of 65.

March 30.—One thousand rebels and Federals are reported to have been slain in four days' fighting near Ures, Sonora.

Domestic

WASHINGTON

March 25.—Baron Uchida, the Japanese Ambassador, calls at the White House and presents to President Taft a cordial personal message from the Emperor of Japan.

March 26.—Postmaster-General Hitchcock announces that after July 1, magazines and other bulky periodicals will be transported in carloads as fast freight.

March 29.—President Taft appoints Francis W. Bird Appraiser of the Port of New York, to succeed George W. Wanamaker, who resigned.

GENERAL

March 24.—The law requiring compulsory compensation to all injured employees, whether or not due to contributory negligence, is declared unconstitutional by the New York Court of Appeals.

An agreement has been reached between representatives of the Queen and Crescent road and its employees to end the strike on that line.

The Merchants and Miners Transportation Company is fined $20,000 by Judge Speer, of the United States Circuit Court, at Savannah, Ga., for granting discrimination in rates on grain shipments.

State Senator John Broderick, of Illinois, charged with buying votes for United States Senator Lorimer, is found not guilty by a Springfield jury.

March 25.—Over one hundred and forty men, women, and girls are killed in New York at a fire in a shirt-waist factory in Washington Place.

Ten persons are killed and a score or more injured when an Atlantic Coast Line train goes through a trestle near Ocilla, Ga.

March 26.—District Attorney Whitman announces that a Grand Jury investigation of the New York fire disaster will be made forthwith.

March 28.—J. B. Reichmann, former president of the Carnegie Trust Company of New York, is indicted for making false reports of the company's condition.

March 29.—The State Capital at Albany is partly destroyed by fire, the actual damage being estimated at $7,000,000.

Commander Robert E. Peary, discoverer of the North Pole, receives his commission with the rank and pay of a rear-admiral, dating from the day the Pole was found.

The United States Circuit Court at St. Louis declares the two-cent passenger rate-law passed by the Oklahoma Legislature to be unconstitutional.

March 30.—Mr. Bayard Brown, an American banker, who has lived for 22 years on a yacht anchored in English waters, has been assessed an income tax of $50,000 by the English courts.

His Better Half.—Modest Suitor—"I am going to marry your sister, Jimmy, but I know I am not good enough for her."

Candid Little Brother—"That's what Sis says, but ma's been telling her she can't do any better."—*Baltimore American.*

Travel and Resort Directory

Travel and Resort Directory

Europe

Raymond-Whitcomb Tours
Highest Class

Spain, Italy

And six other countries
May 8, June 10
British Isles and Continent, May 27,
June 10, 13, 17, 28 and later

Round the World

Seven Tours
Four to Twelve Months each
July, Sept., Oct., Nov., Feb.

We are also agents for

The Pilgrim Tours

of Boston, Mass.
MODERATE COST
Mediterranean
North Cape
British Isles
Coronation
ALL EUROPEAN RESORTS
Many Sailings in June

Send for itineraries

Raymond & Whitcomb Co.

306 Washington Street, Boston; 225 Fifth Avenue, New York; 1005 Chestnut Street, Philadelphia; Majestic Building, Detroit; Oliver Building, Pittsburg.

DUNNING TOURS

The Best of Europe in the Best Way

BEACON TOURS
Moderate in Price.

PILGRIMAGES
For Music Lovers, Book Lovers, Social Workers, Lovers of Old Romance, of History and Art.

MOTORING IN EUROPE
All about it.

AROUND THE WORLD
Unequalled itineraries. Best arrangements. Sailing September 6, October 4, 25.

JAPAN
April 5, 18, June 21, Sept. 6, 19, Oct. 4. Independent Tours.

H. W. DUNNING & CO.
102 Congregational House Boston, Mass.
Blackstone Hotel, Chicago, Ill.
PACIFIC TRAVEL BUREAU
789 Market Street, San Francisco, Cal.

—THREE CHOICE TOURS—

Europe 1911—Fourth Season—Experienced Conductors — Moderate Cost — Booklet —
The DEAN TOURS, 161 Devonshire St., Boston

EUROPE

TOURS UNDER ESCORT to the **Mediterranean, Continent, British Isles, Norway** and **Sweden.** Starting in May, June and July. Small parties, experienced leaders, leisurely travel, moderate rates. Illustrated itineraries on request. **MARSTERS TOURS**

248 Washington St.
BOSTON

31 West 30th St.
NEW YORK

University Travel

Scholarly leadership and exclusive facilities distinguish our arrangements.

Let us write you about our

TOURS TO ITALY AND SPAIN
Sail in April, May or June.
Extensions to Germany, France and England.

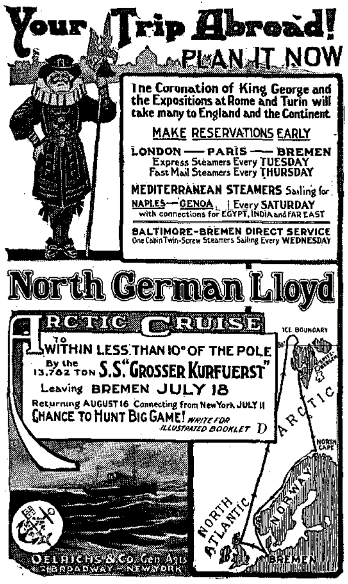
CRUISES IN GREECE AND DALMATIA
Our own steam yacht ATHENA.
Choice of seasons; arrangements from America.

GENERAL TOURS INCLUDING NORWAY
Sailings in June and July.
Tours to England as late as August.

LEADERS:
Dr. H. H. Powers, of Boston,
Dr. C. L. Babcock, of Berlin,
Dr. H. F. Willard, of Chicago,
Dr. Walter Miller, of New Orleans,
Prof. E. W. Clark, of Rome,
Mr. Rossiter Howard, of Paris,
and other well-known lecturers.

Send for announcement.

BUREAU OF UNIVERSITY TRAVEL
9 Trinity Place, Boston, Mass.



The Coronation of King George and the Expositions at Rome and Turin will take many to England and the Continent.

MAKE RESERVATIONS EARLY

LONDON —— PARIS —— BREMEN
Express Steamers Every TUESDAY
Fast Mail Steamers Every THURSDAY

MEDITERRANEAN STEAMERS Sailing for NAPLES—GENOA | Every SATURDAY
with connections for EGYPT, INDIA and FAR EAST

BALTIMORE-BREMEN DIRECT SERVICE
One Cabin Twin-Screw Steamers Sailing Every WEDNESDAY

North German Lloyd

ARCTIC CRUISE TO WITHIN LESS THAN 10° OF THE POLE
By the 13,762 TON S.S. "GROSSER KURFUERST"
Leaving BREMEN JULY 18
Returning AUGUST 16 Connecting from New York JULY 11
CHANCE TO HUNT BIG GAME! *WRITE FOR ILLUSTRATED BOOKLET* D

OELRICHS & Co. Gen. Agts
5 BROADWAY — NEW YORK

CULTURAL TRAVEL

Life is our theme

SPRING TOUR • Sailing MAY 10
CORONATION TOUR Sailing MAY 25
NORWAY and RUSSIA JUNE 10
OTHER TOURS ITALY TO SCOTLAND

Not the Biggest, Not the Cheapest,
But the Best.

THE CHAUTAUQUA TOURS
Appleton, Wisconsin

FREE TRIP TO EUROPE

given to persons securing a few members for one of my tours from $185 to $1,000. Special first class trip Cunard Line, 96 Days, Eight Countries, $750. All parties limited three to ten members each.
BABCOCK'S TOURS, 1137 Dean St., Brooklyn

Select Limited **JOHNSON TOURS** Booklets and Map

June 10, 17, 24, etc. 60 to 100 days. Azores, Gibraltar, Spain (Madeira, Algiers), Europe.
W. A. JOHNSON, 917 Madison Ave., Baltimore

The Grinnell Tours to Europe

For prospectus giving detailed information address

Professor CHARLES N. SMILEY
Grinnell College Grinnell, Iowa

Special Tour for Teachers

England—Central Europe—Italy—Mediterranean. 63 days. All expenses included, $395. Other tours $215 and $320.
DRAPER-KRAMER TOURS, Washington, D.C.

DAVIDSON'S TOURS

38 to 68 days in **Europe**, $220 up.
Fifteen years in the business of Travel.
6102 Penn Ave., Pittsburgh, Pa.
Box 78, Valley Cottage, N. Y.

UNIVERSITY PRINTS

2,000 half-tone reproductions of the World's Masterpieces of Art. **One cent** each or 80 cents per hundred. Send two-cent stamp for catalogue. Bureau of Univ. Travel, 19 Trinity Pl., Boston.

Robson's Old World Tours

A delightful nine weeks' tour of Europe. Sailing July 3rd. Exclusively first class. For itineraries address
Mrs. E. A. Robson, 12 Laurence St., Yonkers, N. Y.

EUROPE AND ORIENT
30th Year — Limited Parties — Exceptional Advantages; Strictly first class. Write for programs
Dr. & Mrs. H. S. Paine, Glens Falls, N. Y.

Morteratsch Glacier, with the chain of mountains enclosing it, from Piz Palu to Piz Bernina.

ST. MORITZ

SWITZERLAND
6,000 feet above Sea

THE GEM OF THE ENGADINE

The Most Fascinating Resort in Europe. World-Renowned Mineral Springs and Baths. Great variety of delightful Excursions. Golf and Tennis Tournaments.

Illustrated Booklet from SWISS FEDERAL RAILWAY CO., 241 Fifth Avenue, New York

THE COLLVER TOURS

(AWAY-FROM-THE-USUAL)
Tours of from Four Months to a Year

ROUND THE WORLD

Departures in June (unique summer tour), Sept., Oct., Nov., Jan. and Feb'y.

SUMMER TOURS TO

JAPAN and SOUTH AMERICA

Our methods appeal to the best type of travelers. Send for announcements.

THE COLLVER TOURS
19 Trinity Place Boston, Mass.

ITALY and 9 other countries—Sailing May 10
75 Days—$450
Other tours. Send for booklet. **J. P. GRAHAM**
IDEAL TOURS, Box 1055-D. Pittsburg
The IDEAL Way

Europe Every Year

June to September
$650
AMALFI to AMBLESIDE
First Class Arrangements. Small Party
Mrs. Markell, Hanover Place, Birmingham, Ala.

THE BEST of EUROPE

24th YEAR
8 Countries

Small Parties: Auto Excursions; June Sailings. A trip worth while. $590 up.
E. W. VANDEUSEN, 542 W. 124th St., N. Y.

Europe $260

Select 9000 mile summer tours. Personal escort; wide choice of routes; eleven years' experience; highest testimonials. Apply at once.
THE TEMPLE TOURS, 8 Beacon St., Boston, Mass.

EUROPE AND THE ORIENT

30 fine tours, $285 upward. Frequent sailings. 14th Annual Orient Cruise Feb. 12th, by S.S. Arabic; 71 days, all expenses, $400 up.
FRANK C. CLARK, Times Bldg., New York

LONDON

SALISBURY HOTEL

SALISBURY SQUARE

Quietest Hotel in London; English service throughout; lounge; drawing room; billiard room. Accommodation for 200 guests; inclusive terms $2.50 per day. Coronation, one week, $36. Under personal supervision of Mr. and Mrs. T. Bartens. Rates, etc., gratis for stamp from The LITERARY DIGEST Travel Bureau.

EUROPE

70 Spring and Summer Tours at inclusive fares to all parts of Europe, *comprising Tours de Luxe and* Long and Short Vacation Tours. Several itineraries include London during the **Coronation of King George V.**

Tours to North Cape, Russia, etc.

Summer Tours to Oriental Lands.

THOS. COOK & SON

206 Broadway, 264 Fifth Ave., N. Y.
Boston, Philadelphia, Chicago, San Francisco, Montreal, Toronto, etc.
Cook's Travellers' Cheques are Good All Over the World.

FROM LONDON *to the* CONTINENT

Smoothest Sea Trip, New Palace Steamers, Largest and Fastest Crossing the Channel, via

QUEENBORO-FLUSHING ROUTE

The Quickest and Most Convenient Route from *England to Northern and Central Europe.*
Write for Booklets and Itineraries Showing Every Detail of Delightful Tours, including

SIDE TRIPS THROUGH HOLLAND

The Picturesque Wonderland of Europe, **at Very Small Expense—3 days—5 days—7 days—From London, Paris, Berlin—Start Any Time, From Anywhere.**

C. BAKKER, General American Agent
Netherland State Railways-Flushing Royal Mail Route
Dept. B, 355 Broadway New York

THE ONE COUNTRY TOURS

$250 **$250**

Where a race has struggled for a millennium. Will you not tarry for a brief summer?

YOUR CHOICE OF
- The British Isles
- Germany
- Switzerland

A new plan for leisurely, dignified travel.
Send for announcement of our plans.
BOSTON TRAVEL SOCIETY, Stuart St., Boston

Coronation of King George V.

Before Traveling to England
Send to
H. J. KETCHAM, General Agent

Great Eastern Railway of England

261 F Broadway, New York

For Illustrated Folder describing CATHEDRAL ROUTE, Homes of the Pilgrim Fathers, Dickens and Tennyson Districts. Also HARWICH ROUTE to the Continent via HOOK OF HOLLAND. Turbine Steamers, Wireless Telegraphy, Submarine Signalling.
Also VIA ANTWERP.

Remarkable Offer
of
HISTORICAL
FICTION

18 VOLUMES

Over 500 to near 600 Pages in Each

ONLY $1 DOWN AFTER FREE EXAMINATION

$20.50 SAVED

SEE BELOW

DE LUXE EDITION WORTHY KINGS AND QUEENS

Who are the Chief Characters

Rich, Three-quarter Morocco Leather Binding, Gold-Veined Marble Sides and Inside Cover-Linings, Gilt Tops, Artistic Gold Leaf Stamping on Back.

One Fine Sepia Print Full Page Illustration in Each Volume. Clear Type, Good Paper. Elegant Library Style.

A Collection of Stories to Delight the Eye and Enchant the Mind

"Mühlbach Library" of Masterpieces

Great Persons, Great Deeds, Great Loves, Great Hates, Great Conspiracies, Great Intrigues

All giving True Impressions in Thrilling Fiction of

GREATEST PERIODS

in the History of Germany, Russia, England, France, Switzerland, Egypt, Holland and Prussia.

Titles of These 18 Handsome Volumes, all in Attractive English Translation from the German of L. Mühlbach:

Napoleon and the Queen of Prussia
The Empress Josephine
Napoleon and Blücher
Queen Hortense
Marie Antoinette and Her Son
Prince Eugene and His Times
The Daughter of an Empress
Joseph II and His Court
Frederick the Great and His Court
Frederick the Great and His Family
Berlin and Sans Souci
Goethe and Schiller
The Merchant of Berlin
Louisa of Prussia and Her Times
Old Fritz and the New Era
Andreas Hofer
Mohammed Ali and His House
Henry VIII and Catharine Parr

Standard Classic Novels of the Historic Class.

Good Literature, Stirring Romance, Accurate History—a Whole Winter's Reading of It in One Superb Library Set.

GOOD READING THE YEAR ROUND!

Only One Dollar Down after Free Examination, then $2.00 a Month until Only $24.50 are Paid, SAVING YOU $20.50 on the Original Price of $45.00.

NOT A CENT TILL YOU ARE SATISFIED

Read, clip, sign and send the appended coupon, or copy the same. ***We want no money till you are sure you want the Books.*** They will be forwarded to you with all charges prepaid by us, and may be returned at our expense in Five Days if not satisfactory.

☞ "Glad to have my children get from them the same impression that came to me years ago."—*Melancthon W. Jacobus*, Dean of Hartford Theological Seminary.

☞ "Aside from their historical importance, they are well worth reading for the sake of their *English and composition alone.*"—*J. A. Nolan*, Secretary and General Agent, Vandalia Railroad.

FUNK & WAGNALLS COMPANY
Publishers **New York**

APPLICATION FOR EXAMINATION

FUNK & WAGNALLS COMPANY, 44-60 East Twenty-third Street, New York.

Forward *for inspection* one set of the "Library of Historical Romances," by Mühlbach, in 18 volumes, bound in handsome three-quarter morocco. This is to be a brand-new set, which, if satisfactory after five days' inspection, I agree to purchase at the special price of $24.50, payable $1.00 five days after receipt of the books, and $2.00 per month until paid for. You are to prepay carriage charges on the set, and if it is not satisfactory I may return it to you at your expense within five days after receipt.

Name..
Street..
Dig. 4-8-11 *City*...
Date................ *State*..................................

To the Automobiling Public

We are using this page to announce to the automobiling public the success of our latest motor lubricants under the name of

Polarine

Under the Brand POLARINE, Oil, Grease and Transmission Lubricants are supplied. Each product is manufactured for the lubrication of the special parts of the car for which it is recommended.

We offer these lubricants to you with confidence, and we venture to ask, in the interest of your own car, that you give them a trial.

Our experts have prepared these lubricants and have tested them not only in the laboratory, but also on the road. They have used these lubricants successfully on various makes of automobiles, under favorable and unfavorable temperature and mechanical conditions.

As you may have learned by personal experience, most cars are worn out long before their time, on account of improper lubrication. Hundreds of stoppages and breakdowns can be traced directly to the use of unsuitable lubricants. There is as much difference in lubricants as there is in cars or in roads.

Our experts, who stand at the head of their trade, have produced, in POLARINE, lubricants that will lengthen the life of all types of American and foreign cars.

By the use of POLARINE brand of lubricants you will

Increase Your Speed,
Climb Hills More Easily,
Prevent Many Breakdowns,
Reduce Your Repair Bills,
Make Your Car Run Smoothly
and Greatly Lengthen its Life.

Already thousands of automobilists have discovered the value of POLARINE lubricants. They are using these lubricants themselves and are recommending them to their friends.

All dealers sell POLARINE lubricants or can get them for you.

POLARINE Oil affords perfect lubrication in tropical or zero weather. It is delivered in sealed cans—1 gallon and 5 gallon sizes—or in barrels and half-barrels. Other POLARINE lubricants in cans of convenient size.

During their long experience in making automobile lubricants, our experts discovered so many useful facts about the care of automobiles that they have prepared a booklet entitled "POLARINE POINTERS." This booklet not only gives valuable hints on lubrication, but it also tells the causes of all kinds of engine troubles.

You may have this booklet FREE if you are an automobile owner.

Send to our nearest agency.

Standard Oil Company

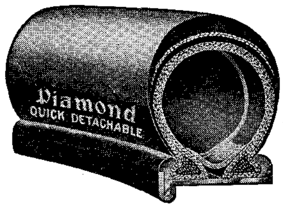
(Incorporated)

12TH YEAR

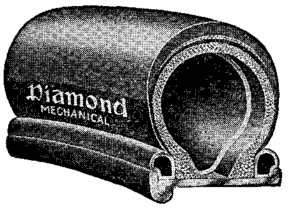
12TH YEAR

The Supremacy of Diamond TIRES

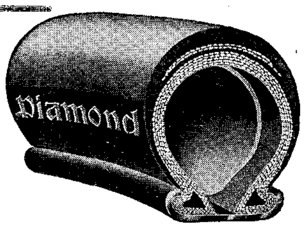
IS NOT AND NEVER COULD BE FOUNDED ON IMAGINARY BENEFITS



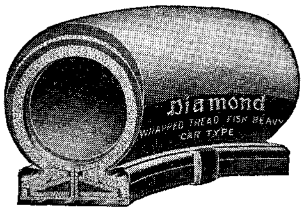
Diamond Quick Detachable Clincher Tire and Rim



Diamond Straight Side or Hookless Tire and Rim. Also called Mechanical and Dunlop type



Diamond Regular Clincher Tire and Rim


Diamond
WRAPPED TREAD FISK HEAVY CAR TYPE

Diamond Fisk "Bolted-on" Tire and Rim

Twelve years of Quality and Results have Written the Record. It is an open book to any investigator.

The users of **DIAMOND CLINCHER TIRES**
DIAMOND MECHANICAL TIRES
DIAMOND FISK TIRES
DIAMOND STRAIGHT SIDED TIRES
have always received Tangible benefits,—Diamond quality and Diamond mileage.

You may select the type of tire, the kind of fastening and the rim.

There is nothing exclusive, no matter who makes the tire, about these details. We will furnish whatever you prefer.

The exclusive feature which we alone can furnish is

DIAMOND QUALITY

THAT COUNTS. It gives you the lowest per year and per mile tire cost.

Because we put Quality and Quantity of Rubber, Cotton, Workmanship, Experience and Skill into Diamond Tires to an extent unequaled by any other maker in the world.

Twelve years of such work have maintained (as they also explain) Diamond Supremacy, and it could be accomplished or accounted for in no other way.

When you buy Diamond tires you get more for your money—more rubber, better rubber, much thicker treads, tires that last longer, puncture rarely, stone bruise less easily—things that COUNT! Not mere talking points which cost the manufacturer nothing and cleverly distract your attention from the real issue.

New tires, new rims, new fastenings, new talking points, often cleverly presented, often to the uninformed most plausible,—come and go, but Diamond Quality and Diamond Supremacy, hand in hand, have remained constant and will continue so if we are right in fixing our attention on the essential principles—

EXCELLENCE IN MATERIALS AND DESIGN; ABUNDANCE OF MATERIAL—NO SKIMPING; NO MISREPRESENTATION, DIRECT OR INDIRECT; and THE SAME KIND OF APPLES ALL THROUGH THE BARREL

It goes without saying that it costs us more to make Diamond tires as they are made than if they were thinner, lighter and weaker.

We have to ask more for them from the automobile manufacturer. That is why some builders refuse to furnish Diamond tires when you specify them.

You know that manufacturers of high-priced cars without exception will furnish Diamond.

DOES THAT SUGGEST NOTHING TO YOU?

In New York, Chicago, Boston, and all the leading automobile shows Diamond Tires equipped more cars than any other tire, the total figures showing 775 cars on Diamond Tires and 491 cars on the next highest competing make. Twenty-two other tires divided the remainder.

Some printed matter that gives valuable information about average tire upkeep expense, etc., on request. Ask for Booklet H.

THE DIAMOND RUBBER CO. - - AKRON, OHIO

Stores and Service Stations in 49 Principal Cities, Covering Every Section